

CREATING CONNECTIONS

SUSAN B. ANTHONY NEIGHBORHOOD
COMMUNITY VISION PLAN



RRCDC

ROCHESTER REGIONAL
COMMUNITY DESIGN CENTER

Produced by the

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October 2008

SUSAN B. ANTHONY NEIGHBORHOOD

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- Senator Joseph Robach;
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- All other businesses and individuals who contributed in-kind services to the charrette and post-charrette activities.

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Susan B. Anthony Neighborhood banner. Source: RRCDC

TABLE OF CONTENTS

Acknowledgements	ii
Executive Summary	2
Introduction	3
Susan B. Anthony Neighborhood History	4
Susan B. Anthony Neighborhood Today	8
Charrette Coordination and Planning	10
The Charrette Event	11
Charrette Base Map	12
Charrette Focus Areas	13
Charrette Results	15
Focus Area 1: The Industrial District	16
Focus Area 2: The Yards	20
Focus Area 3: Troup Street Gateway	24
Focus Area 4: West Main Corridor	28
Focus Area 5: Residential District	30
Community-Based Guiding Principles for Development	34
Vision Plan Development	35
Vision Plan Overview	38
Plan A—Ford Street Area	43
Plan B—Canal Street Area	47
Plan C—King and Madison Streets Area	53
Plan D—Allen Street Area	57
Plan E—Broad Street Area	63
Next Steps	71
Summary and Conclusions	73
Steering Committee Members and Charrette Facilitators	74
About RRCDC	75

EXECUTIVE SUMMARY

A community-based “Vision Plan” for the Susan B. Anthony neighborhood was prepared by the RRCDC, in collaboration with the Susan B. Anthony Neighborhood Steering Committee, in order to provide written and visual urban design plans that reflect the goals and ideas of community members for revitalization of their neighborhood, the commercial district and the underdeveloped and underutilized areas surrounding the district.

This Vision Plan incorporates ideas suggested by approximately 60 community members who attended the Susan B. Anthony Neighborhood Community Design Charrette, held on June 9, 2007, and expresses these ideas as elements of good design and planning for healthy viable communities. The process of creating the plan began in 2006 when the neighborhood association began working toward the charrette with the RRCDC. Post-Charrette work to create a Vision Plan began in the spring of 2008 and proceeded through the fall.

The Vision Plan features overlays on base plans, each including recommendations for design and development strategies for areas within the Susan B. Anthony Neighborhood Charrette area. The Vision Plan also includes detailed drawings which show how the implemented scheme would look and feel from a user’s perspective. The primary recommendations in the plan are based on guiding



Statues of Susan B. Anthony and Frederick Douglass in the Susan B. Anthony Park. *Source: RRCDC*



Susan B. Anthony Neighborhood Steering Committee. *Source: RRCDC*

design concepts which were expressed as important by community members at the charrette.

These concepts include:

- Restructure parking accommodations to be safe, attractive, clean, accessible and “green”;
- Improve internal and external neighborhood connections;
- Promote neighborhood identity through way-finding and interpretive signage;
- Restore the natural and historic environment;
- Be strategic about the type and location of new development;
- Develop major and minor gateways;
- Install measures to calm traffic and create a safe environment for pedestrians and bicyclists;
- Develop clean, safe and “green” alleys; and
- Improve the quality of life for neighborhood residents.

The Vision Plan will serve as, among other things, a guide for the community as they seek to implement the recommended changes. The RRCDC is available to offer technical design assistance as the community embarks upon a series of steps toward implementation of the Vision Plan.

On Saturday, June 9, 2007, more than 60 residents and stakeholders from the Susan B. Anthony Neighborhood met to develop ideas that became the basis of the Community Based Vision Plan. Assisted by over 20 facilitators and design professionals, the participants worked to develop a common vision for their neighborhood, one where creating connections emerged as an overarching theme. The charrette material, provided on the following pages, was analyzed, synthesized, and incorporated into the vision plan document produced by the RRCDC in collaboration with the Susan B. Anthony Steering Committee during the post-charrette process.

The neighborhood, which is bounded by I-490 in the north and the Inner Loop to the east, and extends west to Jefferson Avenue and south to Troup Street, contains many historical and contemporary assets upon which it will build. It also faces challenges the residents desire to remedy.

The report chronicles the processes before and after the charrette and provides a record of the community ideas gathered during the process. The Susan B. Anthony Steering Committee, with assistance from the RRCDC, used these ideas to create the vision for future development in the neighborhood. Each section of the report explores a different aspect of the community or the process involved in creating and implementing this vision.

This report is intended as a resource for members of the neighborhood association as well as residents, business-owners, and other individuals and organizations intending to develop or improve properties in the neighborhood. The vision planning process produces a document stating the intentions of a neighborhood's residents for future development. If there is no recorded plan or vision, the neighborhood is vulnerable to having other outside parties set directions that may not align with the best interests of the existing residents.



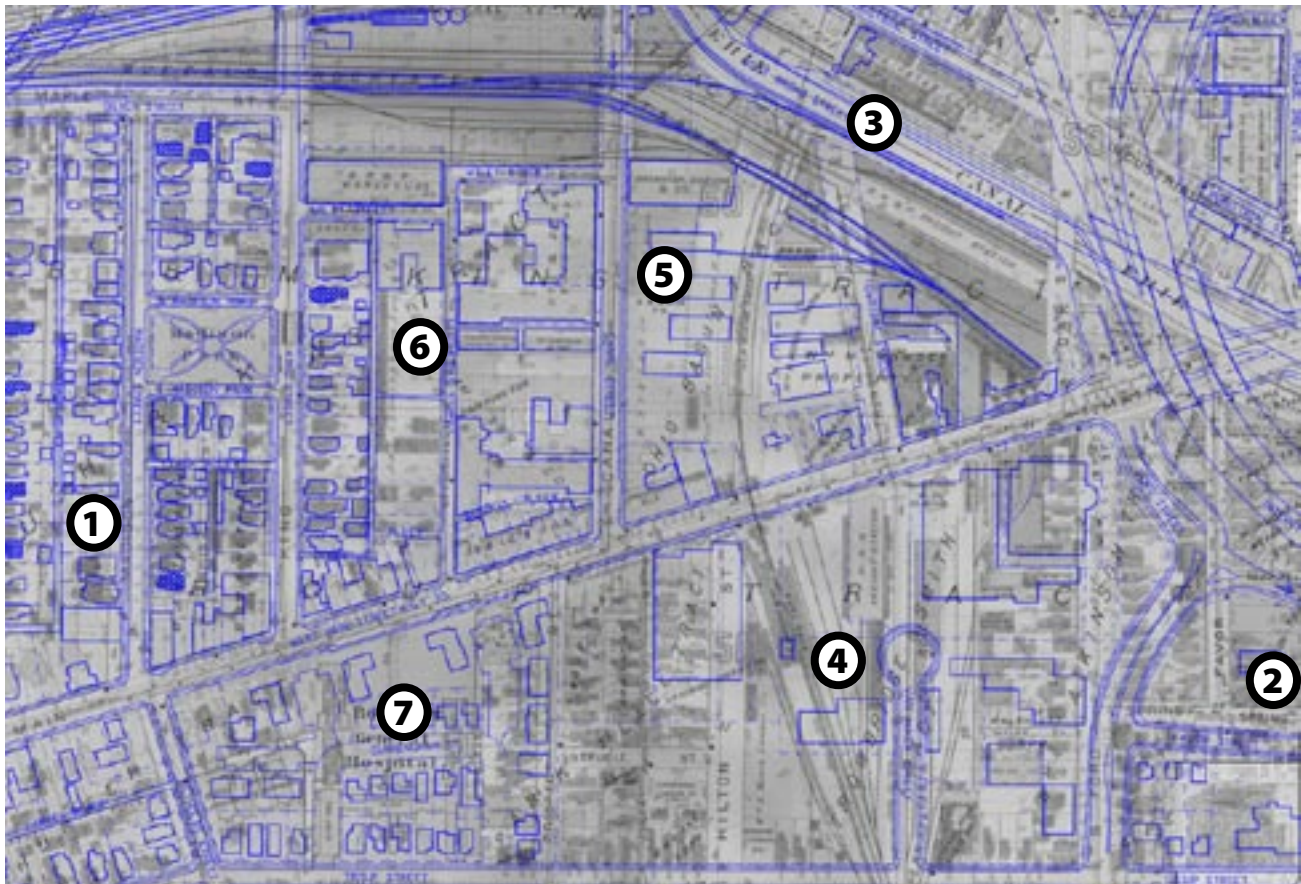
Susan B. Anthony Park. Source: RRCDC

HISTORY

The Susan B. Anthony neighborhood was laid out in 1827 when Rochester was still known as Rochesterville. The neighborhood is unique in terms of its significant contribution to human rights, transportation, manufacturing, and medical care. Listed and labeled below are the time periods and locations of several historically important sites discussed in this document:

1. Susan B. Anthony's residence (1866 - 1906)
2. African Methodist Episcopal Zion Church site (began 1831)
3. Transportation Hub
 - Erie Canal (1825 - 1918)

- Rochester & Tonawanda Railroad (began 1837)
 - Rochester & State Line Railroad (1874-1881)
 - Rochester & Pittsburgh Railroad (1881 - 1885)
 - Buffalo, Rochester, & Pittsburgh Railroad (1887 - 1932)
 - Baltimore & Ohio Railroad (1932-1953)
 - Broad Street (1922 - present)
4. Genesee Valley Canal (1841 - 1878)
Genesee Valley Canal Railroad, Western New York & Pennsylvania Railroad, and Pennsylvania Railroad (1881 - 1971)
 5. Morse Lumber (1853-present)
 6. Cunningham Factory (1838-1954)
 7. City Hospital (1864-1964)



The underlaid, grey-scale map depicts the conditions of the Susan B. Anthony Neighborhood circa 1918 and the overlaid, royal blue lines form the base map used for all charrette and vision plan drawings and depicts the current conditions of the neighborhood.

Source: www.wardmaps.com, 1918 Plat Book of the City of Rochester, NY (G.M. Hopkins Co.); City of Rochester

Human Rights

The neighborhood played a significant role in the development of two human rights movements in the United States - Women's Rights and Abolition. Susan B. Anthony came to Rochester with her family in 1845 to a small farm just south of the current historic district. She moved into the home at 17 Madison Street that became her permanent residence in the 1860s. Frederick Douglass began publishing the North Star Newspaper in 1847 at a neighborhood church. There were also Underground Railroad stops located throughout the neighborhood.

Susan B. Anthony is most widely known for her extensive statewide and nationwide contributions to the Women's Rights, Abolition, and Temperance movements. She traveled extensively throughout the country and made several trips abroad promoting equal rights. Throughout her career many notable suffragists and abolitionists paid visits to the Anthony household. Frederick Douglass was a friend of Susan B. Anthony and a frequent guest at the Anthony family farm before he moved to Washington DC in the 1860s. Susan, her sister Mary, and their mother Lucy Read Anthony moved to 17 Madison Street in 1866. There is no documentation that Frederick Douglass ever visited this residence.

One of the most famous events that occurred at the house on Madison Street happened when Susan B. Anthony was arrested for voting illegally. On November 1st, 1872, Susan and her sisters registered to vote, inspiring fifty other women in the city to do the same. On Election Day she and several other women arrived early at the polls and cast their ballots despite challenges from officials. Two weeks later, the Deputy United States Marshal arrived at her home with a warrant for her arrest.

While she continued to travel into her eighties,

Susan B. Anthony's home remained on Madison Street until her death on March 13th, 1906.

Susan B. Anthony Square, originally known as Mechanics Park, was laid out in 1839 and redesigned in the early 20th century by the firm of the Olmsted Brothers, which was founded by the famed landscape architect Frederick Law Olmsted, who designed the master plan for Central Park in New York City with Calvert Vaux.

The African Methodist Episcopal Zion Church, originally located on Favor and Spring Street, also played a significant role in the Abolition Movement. It was a stop on the Underground Railroad as well as the location where Frederick Douglass first published his North Star newspaper in 1847. This was the newspaper he used to condemn slavery. While the building was replaced and the streets around it restructured, the church's location has remained the same since its construction in 1831.



African Methodist Episcopal Zion Church. Source: Monroe County Library System

Transportation

The Susan B. Anthony Neighborhood was a transportation hub that formerly featured two major canals and two separate railroad depots. In later years, it also included a subway system.

The Erie Canal (completed in 1825 and oriented east to west) and the Genesee Valley Canal (oriented north to south) converged here at the site of present day Morse Lumber. Today's Broad Street is the bed of the former Erie Canal. The Aqueduct across the Genesee River opened in 1823 and brought the eastern and western portions of the Erie Canal together, thereby making Rochester an important gateway along its route. The complete Erie Canal system opened in 1825. The Genesee Valley Canal, completed in 1840, provided a convenient means of transporting people, raw materials, and finished products to and from the southern tier. The primacy of the Erie Canal for distance transportation gradually gave way to the railroads in the latter part of the 19th century.

Two railroad stations faced each other in the Susan B. Anthony Neighborhood. The Western New York and Pennsylvania Railroad (WNY&P) occupied the bed of the former Genesee Valley Canal near the site of the modern day 911 Emergency Dispatch Center. Across the street, at today's Nick Tahou's restaurant building, was the Buffalo, Rochester & Pittsburgh Railroad (BR&P) passenger depot. Situated nearby, beneath Broad Street, was the

Rochester Subway System utilizing the bed of the former Erie Canal. Above-ground railcars descended a long ramp at the north end of the BR&P railyard; traversed underground beneath Broad Street; and crossed the Aqueduct as it headed eastward. Broad Street functioned as a 4,000 foot-long bridge over the canal bed.

Manufacturing

The convergence of the two canals bringing raw materials through the neighborhood contributed to the genesis of manufacturing activities here. Morse Lumber, a company that is still in operation today, began near the Susan B. Anthony neighborhood in 1853. It is located on the north side of West Main Street. For over 150 years, Morse Lumber has



View of the Erie Canal where it joined the Genesee Valley Canal at the Ohio Basin, today the site of Morse Lumber. *Source: Monroe County Library System*



Buffalo, Rochester and Pittsburgh passenger terminal (circa 1880s) at today's Ford and West Main Streets; known popularly as Nick Tahou's restaurant. *Source: Monroe County Library System*



The last passenger train August 1953. Passenger depot (Nick Tahou's) is in the upper right corner. *Source: Harry Conrad Collection; Collection of the Rochester Chapter NRHS*

provided Rochester with high quality products.

The Cunningham Carriage Works, one of the nation's largest manufacturers in the mid-to-late 19th Century, developed over a block and a half area between Canal Street and Clark Alley. James Cunningham began the business as Kerr, Cunningham & Company in 1848. It was located on Canal Street, where several of the original buildings still stand. The factory was known internationally for its high quality products including carriages, ambulances, and hearses. The use of only the best materials and unsurpassed craftsmanship distinguished the company. Eventually carriages became outdated (the last Cunningham carriage was produced in 1914) but the company adapted to produce elegant automobiles favored by celebrities. The company later produced innovative aircraft in the late 1920s and early 1930s. During both World Wars Cunningham made reliable military equipment.

The expensive Cunningham automobiles, hearses, ambulances and aircraft were all limited production masterpieces. Each vehicle was made individually, without the use of an assembly line.



Cunningham Factory circa 1915. Source: Monroe County Library System

Medicine

The medical profession also has roots in the neighborhood. Rochester General Hospital, which opened in 1864 as the Rochester City Hospital, was located on the south side of Main Street in the Susan B. Anthony neighborhood. Expanded with the addition of wings in 1865 and again in 1871, the hospital played a major role in the accreditation of



City Hospital before the second wing was added. Source: Monroe County Library System



City Hospital circa 1900. Source: Monroe County Library System

the nursing profession. In 1903, Susan B. Anthony spoke here on behalf of professionalization.

Dr. Marion Craig Porter, a women's rights activist, was also a major contributor to the advancement of the nursing profession. A founding member of the American Red Cross, Dr. Porter was affiliated with the Provident Dispensary for Women, a group that was later absorbed by the Rochester City Hospital.

The hospital staff played an important role in caring for the sick and injured during the Civil War, the 1918 Flu pandemic, and World Wars I and II. In 1964, the hospital closed and relocated to Portland Avenue. The former hospital site became F.I.G.H.T. Square, a housing complex later demolished to create today's Anthony Square residential community.

The Susan B. Anthony Neighborhood is an urban village, an important example of Rochester's early-nineteenth century tract development with its original public square, commercial center, and industrial area still intact.

In 1988, the National Park Service declared the six-block area, roughly bounded by Silver Street, Canal Street, West Main Street and Madison Street, the Madison Square-West Main Street Historic District. Along with the historically significant Susan B. Anthony house, a major tourist attraction, the majority of the neighborhood's historic residential buildings are extant. Although in deteriorated condition, vestiges remain of the area's historic transportation elements: a railroad trestle, subway tunnel, and a brick roadway.

A number of 19th and early 20th century commercial and industrial buildings still stand in the neighborhood. These are all valuable resources that characterize the distinct identity of the Susan B. Anthony Neighborhood.

New development in the neighborhood is also taking place. Several formerly vacant buildings and lots have been rehabilitated or redeveloped and similar projects are in the works. The Frederick Douglass Resource Center is nearing completion, adding another visitor attraction. New businesses are developing along West Main Street while existing commercial and mixed-use buildings are being revitalized with facade improvements.



Susan B. Anthony's house at 17 Madison Street. *Source: RRCDC*



View down Litchfield Street toward the existing coal towers. *Source: RRCDC*



View of West Main Street toward downtown. *Source: RRCDC*

Despite these positive activities, the neighborhood also faces a number of challenges. Connectivity to neighborhoods and within the neighborhood needs improvement. Many people pass through or around the neighborhood without being aware of its historical significance. The neighborhood can easily be seen from I-490 but there is no noteworthy point of recognition to declare what exists there.

Vehicular, bicycle, and pedestrian traffic flow within the neighborhood is also a problem. Cars often speed through the neighborhood, a situation partially mitigated with the installation of speed humps along King Street. Along Allen and Broad Streets, congestion occurs during games at nearby sports arenas. Concerns for public safety are exacerbated by long blocks, poorly lit streets, and alleys that impact negatively the pedestrian experience throughout the neighborhood. In particular, poor north/south connections hinder pedestrian movement through the neighborhood, making it difficult for residents above West Main Street to utilize the open space along Troup and Van Auker Streets.

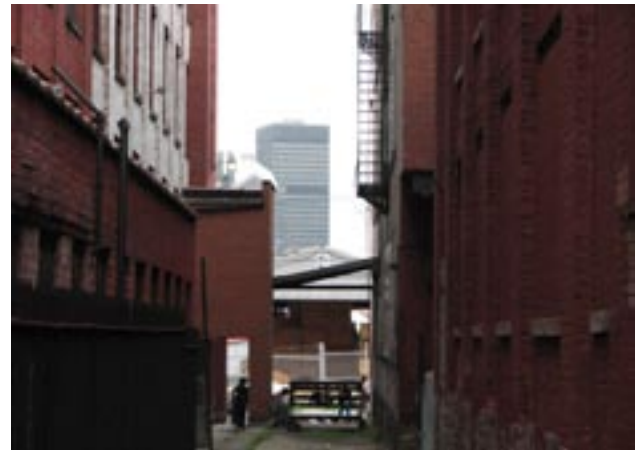
Parking and public safety are also principal challenges faced by the neighborhood. A lack of clearly identified and easily accessible parking for businesses and

residents of apartments leads to competition for available spots. This causes backups and double parking in certain areas. The alleys behind commercial buildings and in some residential sections of the neighborhood attract illicit activity such as drug dealing and prostitution. There are also a number of vacant lots and buildings that contribute adversely to public safety and the visual appeal of the neighborhood.

Neighborhood stakeholders need to work to continue the revitalization process. In light of these challenges, The Vision Plan outlines ideas that capitalize upon the area's assets, addresses issues, and provides a resource to guide future development efforts.



A vacant home in the Madison Square-West Main Street Historical District. *Source: RRCDC*



A vista of downtown from the neighborhood. *Source: RRCDC*



The existing brick roadway, rail line, and coal towers. *Source: John Curran*



CHARRETTE COORDINATION AND PLANNING

Planning and coordination for the charrette was guided by the Susan B. Anthony Neighborhood Charrette Steering Committee, composed of representatives from a variety of stakeholder groups, who worked in conjunction with the RRCDC. The process began in the spring of 2006 when members of the Susan B. Anthony Neighborhood Association contacted the RRCDC about the possibility of facilitating the charrette. Dawn Noto, president of the Susan B. Anthony Neighborhood Association, was a key organizer of the Charrette Steering Committee that worked together to plan a charrette for 2007.

Stakeholders represented on the Steering Committee included the Susan B. Anthony House, Frederick Douglass Resource Center, Neighborhood United, the Subway Erie Canal Revitalization Group (SECR), and local businesses such as Morse Lumber Company and Volunteers of America.

The Steering Committee met twice monthly, once with the RRCDC and once among themselves, to coordinate the charrette event. Meetings and walking tours with the RRCDC were conducted to identify assets and liabilities in the environment that would serve as a basis for the selection of topics to be covered during the charrette event. The Steering Committee outlined the parameters of the focus areas and major design concerns were identified based on an assessment of existing assets and weaknesses. The Steering Committee also helped to plan the structure and coordination of the logistics for the event itself.

The charrette event necessitated many hours of intensive planning and coordination over a period of nine months on the part of the Steering Committee members guided by the RRCDC. The time commitment from individuals was both a major challenge and a necessary ingredient to make the charrette a success.

CHARRETTE STEERING COMMITTEE MEMBER ORGANIZATIONS

Frederick Douglass Resource Center	Sector 3
Susan B. Anthony House	Sector 4 CDC
Neighborhood United	Morse Lumber Company
City Council	Susan B. Anthony Neighborhood Association
Volunteers of America	

THE CHARRETTE EVENT

The Susan B. Anthony Neighborhood Charrette took place on Saturday, June 9, 2007, in the Café Underground Railroad on West Main Street. The event was a gathering of over 60 neighborhood residents, stakeholders, and more than 20 design professionals and facilitators.

The day began at 9:00am with breakfast and several opening speakers. Introductory remarks were made by Dawn Noto, President of the Susan B. Anthony Neighborhood Association. Rochester Mayor Robert Duffy expressed his support for the charrette and Cynthia Howk of the Landmark Society discussed the history of the Susan B. Anthony neighborhood. RRCDC Board Member Tim Raymond ended the morning remarks with a presentation on principles of good urban design.



Charrette participants inventorying the neighborhood. *Source: RRCDC*



Groups presented their ideas to the other charrette attendees. *Source: RRCDC*



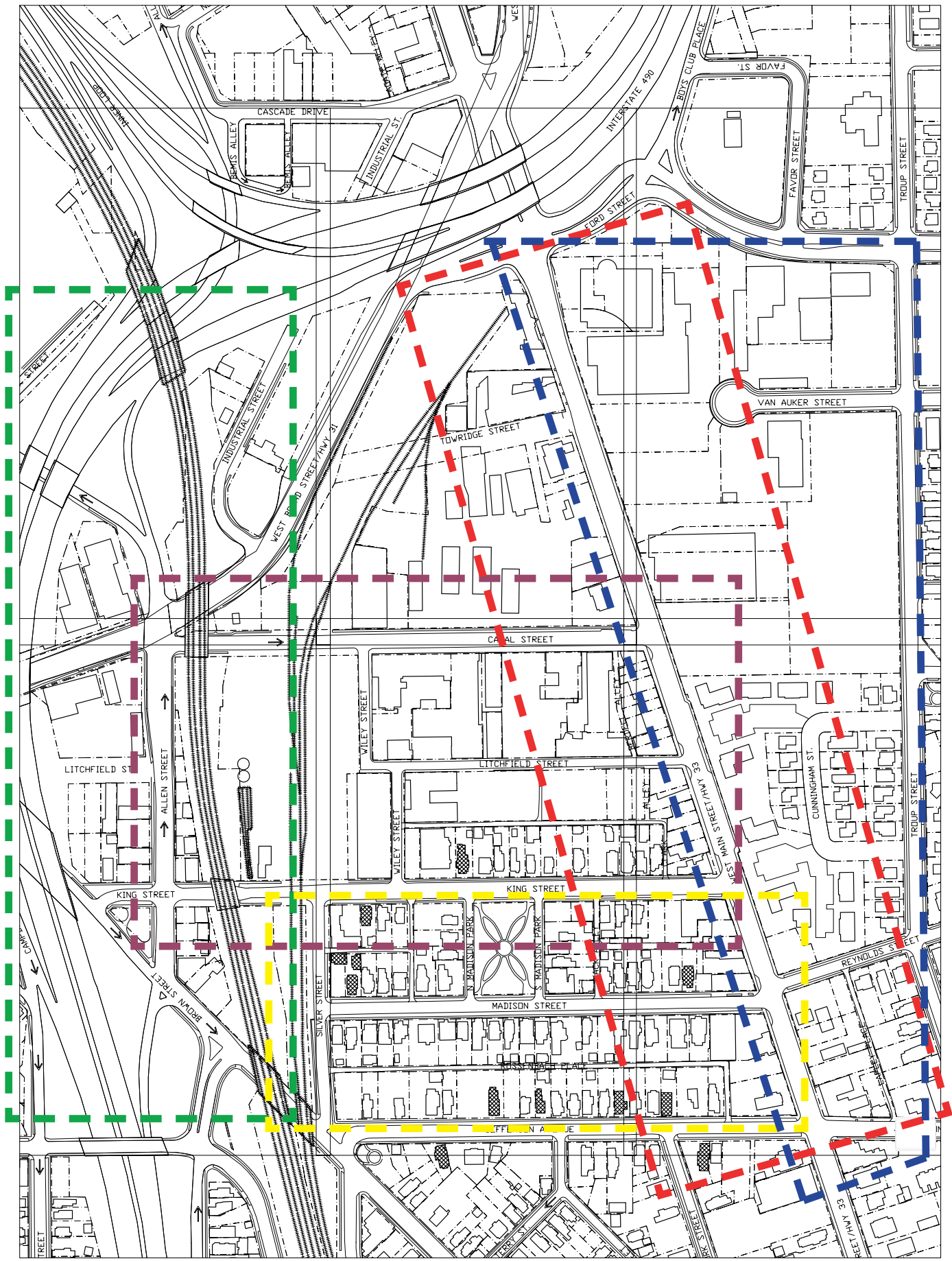
Susan B. Anthony Neighborhood residents and facilitators gathering at the charrette. *Source: RRCDC*



Susan B. Anthony Neighborhood Association President and Steering Committee leader Dawn Noto making opening remarks. *Source: RRCDC*

Following the speeches, participants divided into nine teams, breaking off to explore five predetermined focus areas. The teams, comprised of two design professionals and several neighborhood stakeholders, walked through their focus areas, paying attention to both the assets and challenges they observed.

The teams returned to the Café for a working lunch, and began drafting both written notes and visual renderings of the changes they envisioned for the neighborhood. To conclude the design charrette, each team made a brief presentation to the entire group, explaining the ideas they had developed.

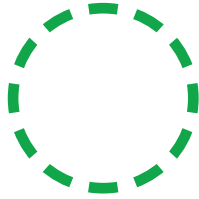


The Susan B. Anthony Neighborhood Charrette focus areas, delineated on the map to the left and described below, were identified by the Steering Committee prior to the event. The charrette participants broke into groups to discuss the assets and challenges for each of the areas identified below.



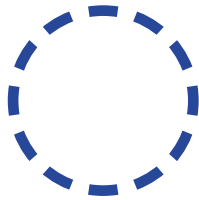
FOCUS AREA ONE

The Industrial District: The area encompasses Clark Alley heading east to Canal Street, including the alleyways in between. It also encompasses the Cunningham Carriage Complex of buildings, along with vacant land and a railroad passage.



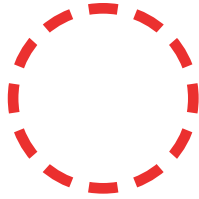
FOCUS AREA TWO

The Yards: This area extends from the northernmost part of the I-490 overpass southward to the railroad corridor running from Broad to Brown Streets. This area includes Allen, Broad, and Brown Streets, and the Litchfield, King, and Silver Streets extensions.



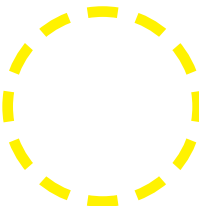
FOCUS AREA THREE

Troup Street Gateway: The area comprises the swath of land that is South of West Main Street to Troup Street, from Ford Street to Jefferson Avenue.



FOCUS AREA FOUR

West Main Corridor: This commercial district on West Main Street stretches between Broad Street and Jefferson Avenue.



FOCUS AREA FIVE

The Residential District: This district includes the majority of Madison and King Streets as well as the northernmost part of Jefferson Avenue. The historic residential pocket also includes Susan B. Anthony Square.



Participants were given a handout specific to their focus area containing:

- A description of the focus area and its physical boundaries;
- Concerns about the focus area identified by the Steering Committee;
- The primary focus topics for the participants to consider addressing in the area;
- The goals that the Steering Committee felt should be accomplished; and
- A list of items the participants should develop strategies for implementing in the focus area.

This information was provided to guide the discussion at the different focus area tables. Design professionals and facilitators volunteered their time to work with the participants to develop conceptual plans and sketches to document the ideas generated by the members of each group. In all, the nine groups were as follows:

- Focus Area One: The Industrial District - Group 1A and Group 1B;
- Focus Area Two: The Yards - Group 2A and Group 2B;
- Focus Area Three: Troup Street Gateway - Group 3A and Group 3B;
- Focus Area Four: West Main Corridor - Group 4; and
- Focus Area Five: Residential District - Group 5A and Group 5B.

The results from each of these group efforts are presented on the following pages. The written and graphic information gathered from participants was analyzed and synthesized by members of the Steering Committee with assistance from the RRCDC staff. This process resulted in the generation of community-based guiding principles and eventually led to the Susan B. Anthony Vision Plan.



Susan B. Anthony residents and facilitators discussing the opportunities and challenges of their focus area. *Source: RRCDC*



A RRCDC staff member capturing her group's ideas. *Source: RRCDC*



Residents and facilitators working together on a vision for one of the focus areas. *Source: RRCDC*

The charrette brainstorming resulted in a wide array of thoughtful and creative suggestions for future development in the Susan B. Anthony Neighborhood. The collaborative effort between the citizens and design professionals produced diverse insights, critiques, and suggestions regarding the development of the neighborhood's public realm and built environment. While each focus group concentrated on a specific topic and developed unique approaches to their particular design challenges, commonalities and similar themes also wove throughout many of the groups' ideas and outcomes. In some cases, a specific idea arose independently in multiple groups.

The following pages feature the drawings and concepts produced and are arranged by focus area. General themes and main ideas that emerged in many focus groups were organized through the efforts of the Susan B. Anthony Steering Committee and the RRCDC. This information was developed into a set of Community Guiding Principles for Development, indicated after the charrette focus area material. Specific suggestions for development are also illustrated and described.

The renderings and text on the following pages were produced by participants and facilitators during the 2006 charrette. Aside from reducing or enlarging their scale, the images are unchanged from their genesis during the event. The written text is verbatim.



FOCUS AREA ONE: THE INDUSTRIAL DISTRICT

Group 1A:

Strengths

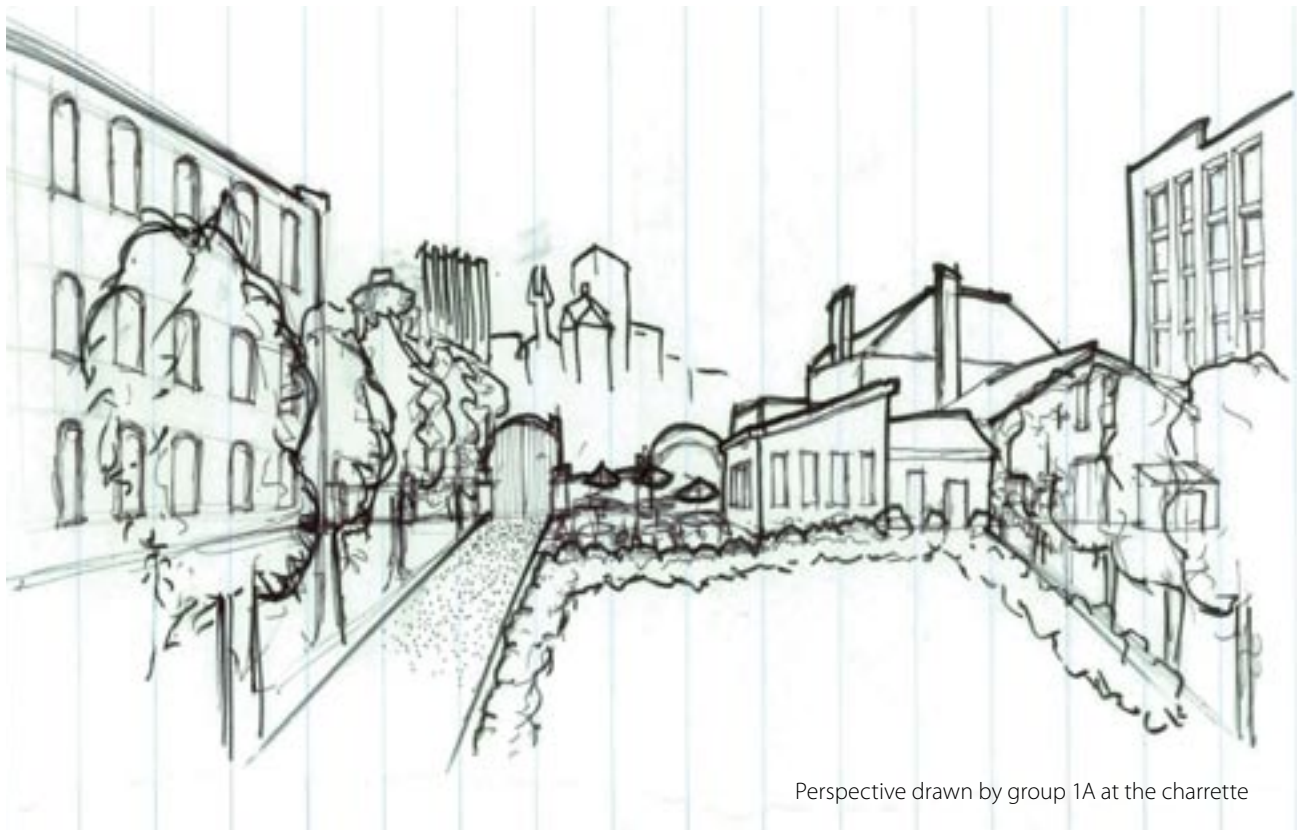
- Architecture
- Open developable space
- Multiple gateway points
- View sheds
- Connections

Weaknesses

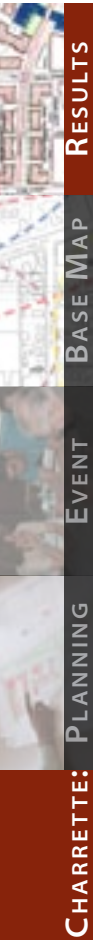
- Density
- Barriers (x-port)
- Lack of street trees
- Curbing/street/sidewalk improvements
- Signage
- Gateway features
- Concrete - - Green
- Aging buildings
- Lighting
- Intra-Community Connections

Vision

- Loft spaces
- Building renovations
- Mixed use
- Prominent gateway signage at railroad bridges
- Interpretive markers
- Incubators
- Vistas (maintain prominent vistas)
- Entry connection from North
- Pedestrian pathway E/W
- Festival area
- Brick path to Litchfield St.
- Decorative street lighting (safety)



Perspective drawn by group 1A at the charrette



Group 1B:

Connectivity Issues

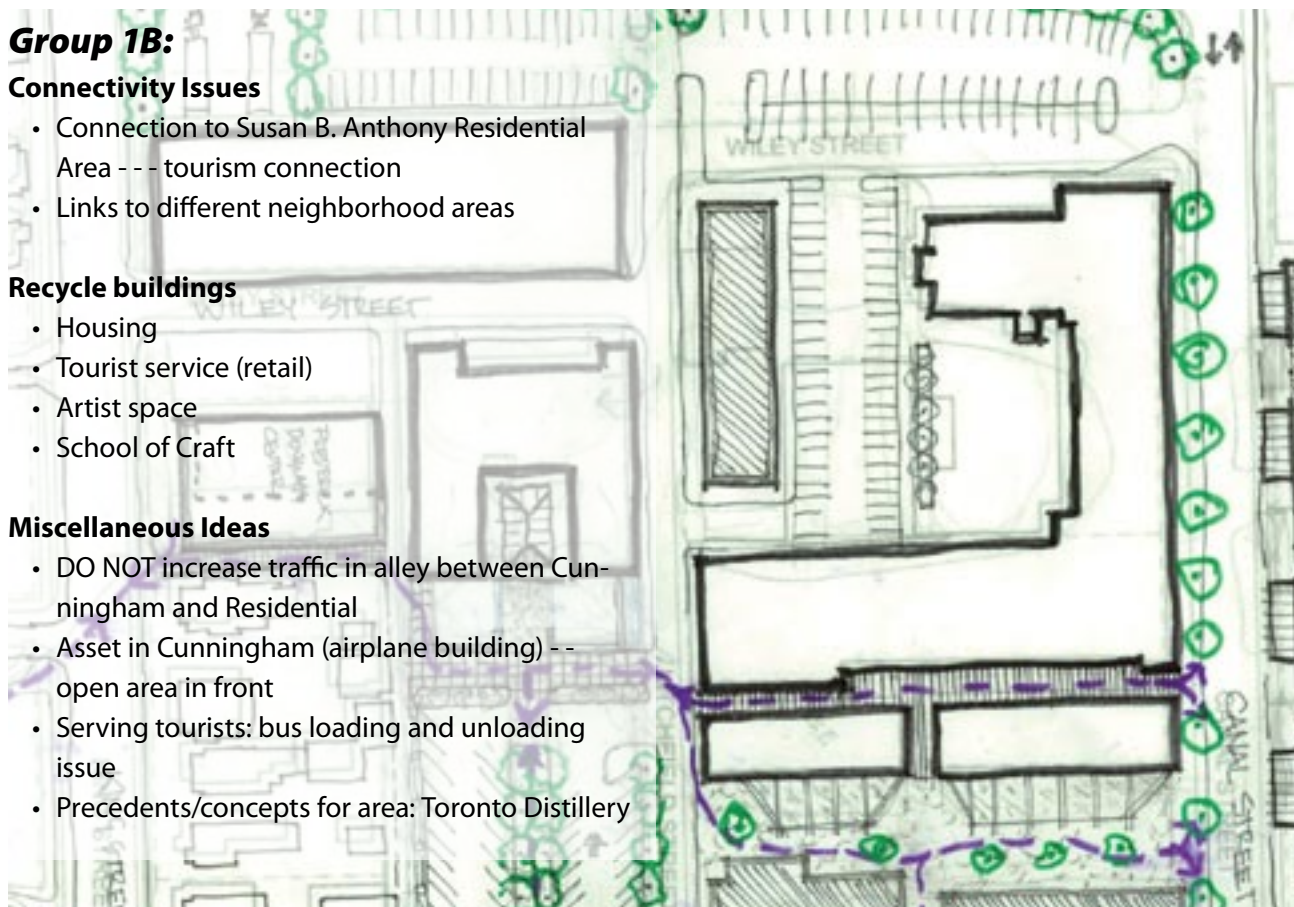
- Connection to Susan B. Anthony Residential Area --- tourism connection
- Links to different neighborhood areas

Recycle buildings

- Housing
- Tourist service (retail)
- Artist space
- School of Craft

Miscellaneous Ideas

- DO NOT increase traffic in alley between Cunningham and Residential
- Asset in Cunningham (airplane building) -- open area in front
- Serving tourists: bus loading and unloading issue
- Precedents/concepts for area: Toronto Distillery



Group 1B collaborating on a vision for a portion of the Susan B. Anthony Neighborhood. Source: RRCDC



FOCUS AREA TWO: THE YARDS

Group 2A

Goals:

- Gateway from northwest (Allen/Broad)
- West Broad - old canal way
- Walkway development - stay pedestrian
- Traffic control

Broad Street/Allen

- Change intersection and 490 on-ramp
- Remove Broad south of tracks
- Refill canal (basin?)
- Restaurant/apartment space along canal
- Maintain brickwalk - pedestrian focus

Brown Street/Allen

- Change Allen to two-way
- South side of Allen becomes Green Space
- North side of Allen - more attractive commercial
- King Street extension becomes driveway -- does not connect to Brown



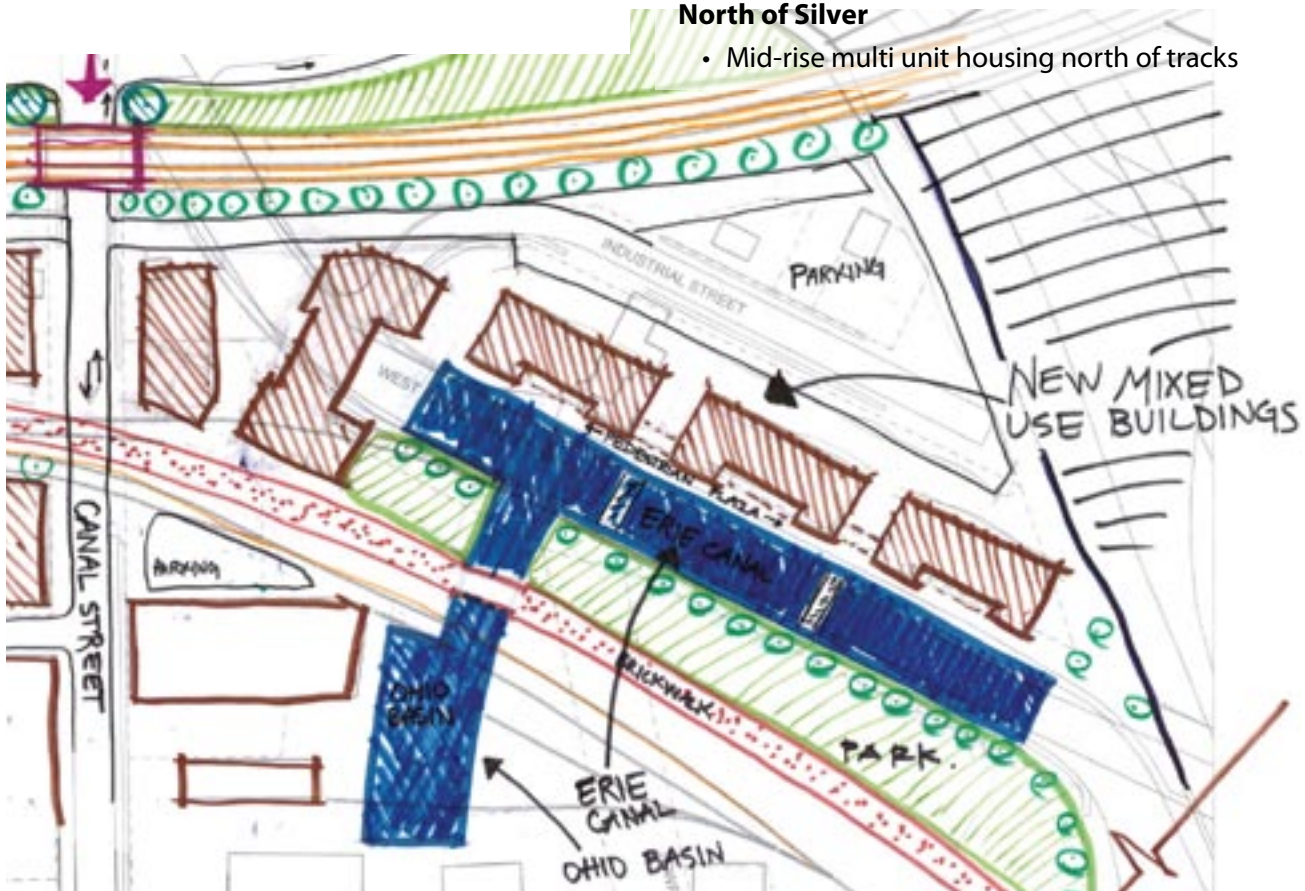
Residents and design professionals of Group 2A working together at the charrette. Source: RRCDC

South Side of Tracks- King --- Canal

- Maintain brick walk
- Multi family housing south of walk (multi-use)
- North of walk- park/phase 2 development
- Extend Litchfield to Tracks
- Turn tracks into auto-useable

North of Silver

- Mid-rise multi unit housing north of tracks





Group 2B

Attributes:

- Significant history
- Open spaces, yet in the city (spacious areas)
- Brick walkway's existence - 2,000' long
- Coal silo
- Bridge trestle
- Coal trestle
- Subway turnaround area (intriguing bowl-shaped area, but safety perception because sunken area)
- Housing improvements, Susan B. Anthony Square has helped
- Pre-existing parking assets

Goals

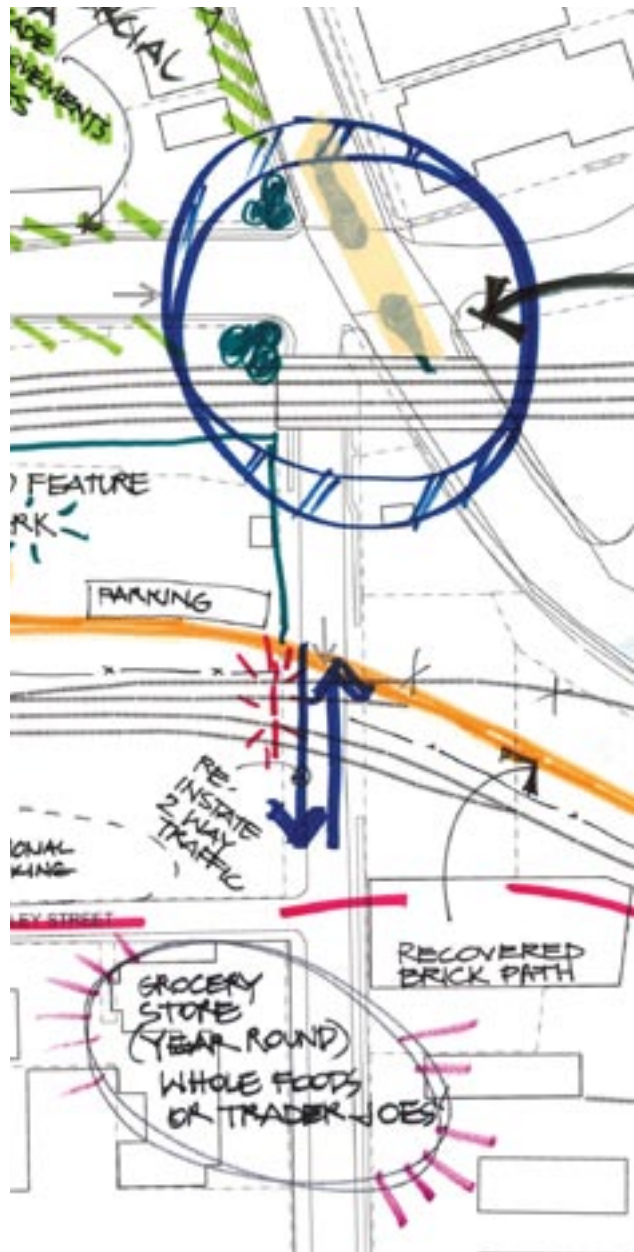
- Possible site for food store (i.e. Trader Joe's, Whole Foods)
- A "destination" to come to for shopping
- Public market
- Produce was shipped and stored here (Brewster-Gordon building)
- Re-use subway trail
- Multi-modal transportation locale
- Nick Tahou's as a museum
- Areas that could be used for park space
- Housing quality improving; people taking care
- Area around DataVault and vegetation area near Litchfield could be reclaimed
- Make Canal Street two-way traffic
- Possible festival use
- Re-use wooden trestle
- Unused space at former Yates coal yard could be a park area (Open area facing Canal Street)
- Parking could be at base of CSX railroad embankment

Detriments/Issues

- Permission to access the Brick Roadway in Rail yard
- Need to define where it is safe to walk around the railroad tracks



A charrette participant explaining his ideas to his group. Source: RRCDC



FOCUS AREA THREE: TROUP STREET GATEWAY

Group 3A:

Ford Street- W. Main Street Intersection

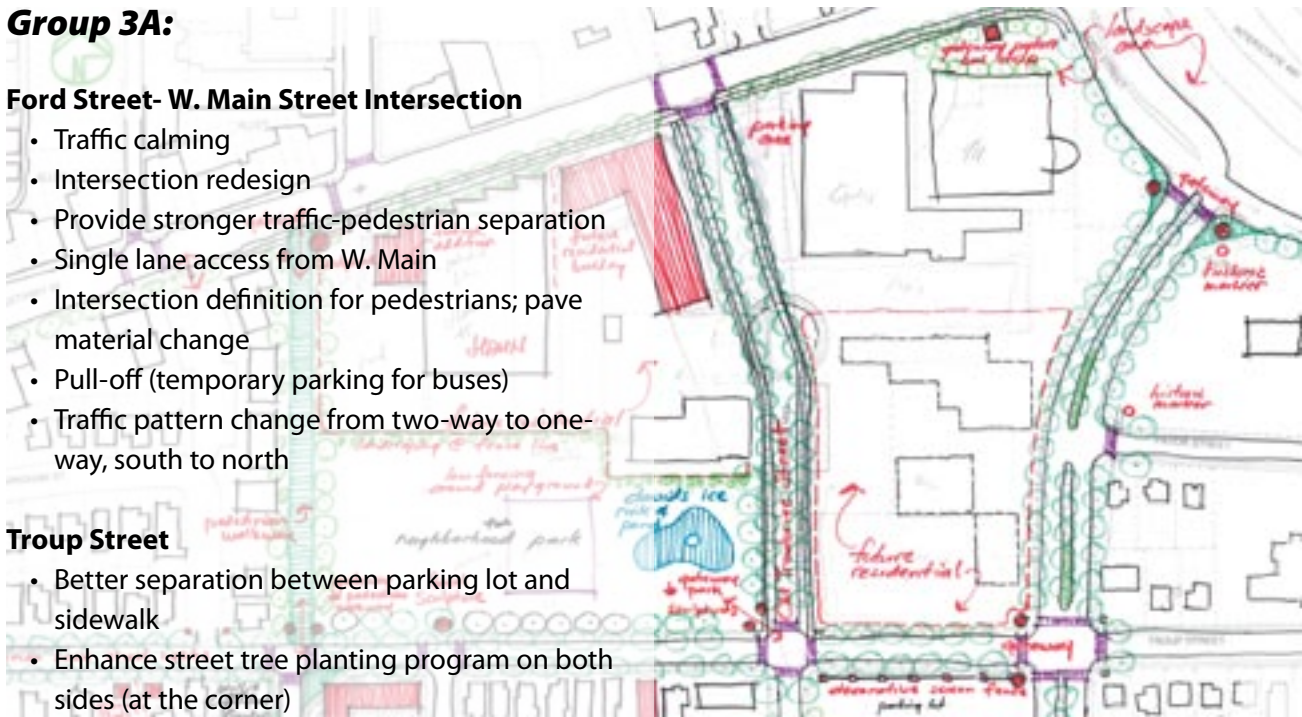
- Traffic calming
- Intersection redesign
- Provide stronger traffic-pedestrian separation
- Single lane access from W. Main
- Intersection definition for pedestrians; pave material change
- Pull-off (temporary parking for buses)
- Traffic pattern change from two-way to one-way, south to north

Troup Street

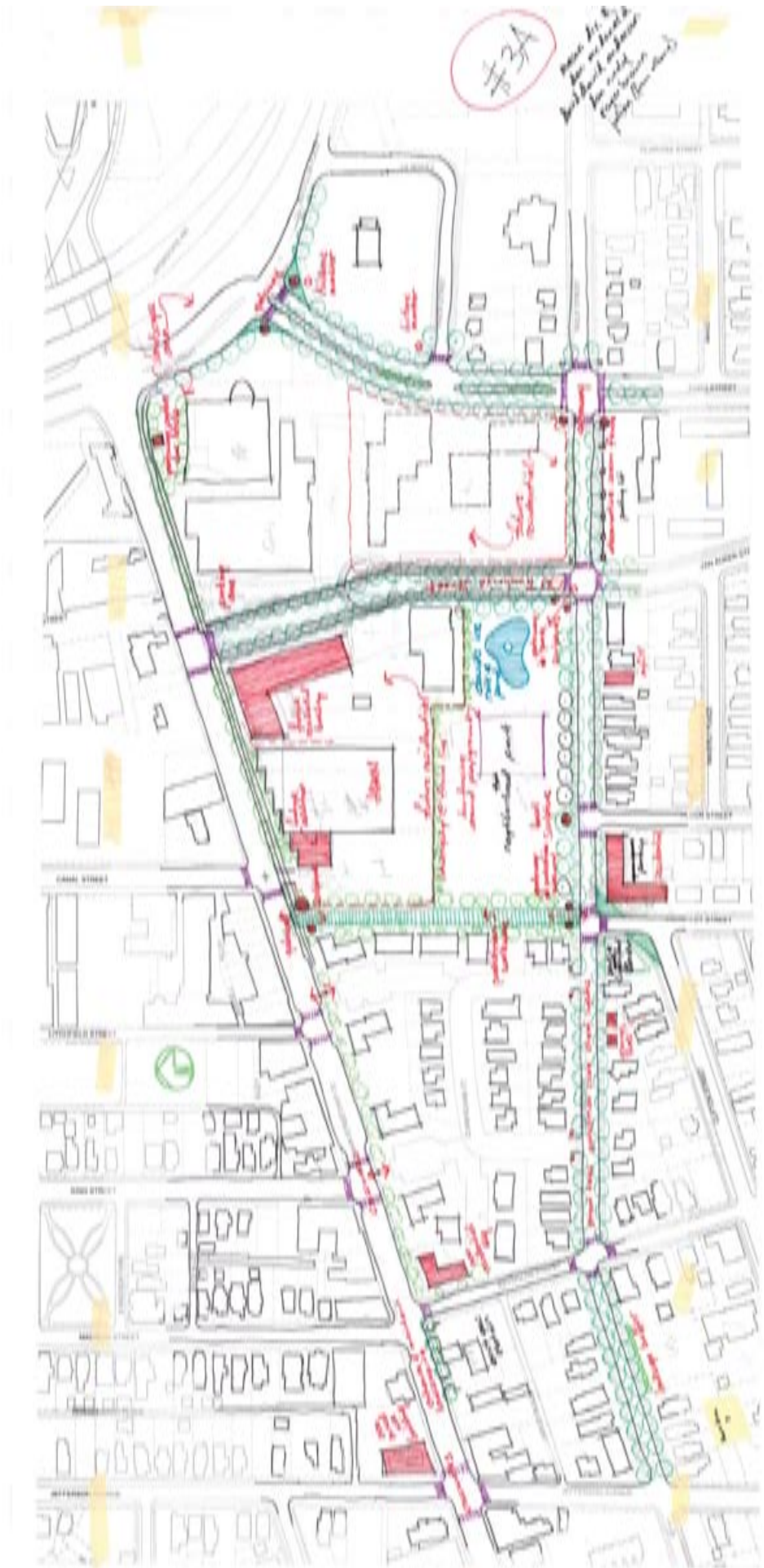
- Better separation between parking lot and sidewalk
- Enhance street tree planting program on both sides (at the corner)
- Visual identifiers: "Welcome to the neighborhood"
- Transform Ford to Van Auken commercial property to residential: screening; relocation
- Visual identifier of the park/border definition
- Perpetual program for trash disposal cans, supervision
- Supervision of playground to insure "kiddie" usage
- More residential construction: Tilden to Prospect
- Connection to W. Main along old Prospect St.
- Prospect, Troup, Clifton redesign- pedestrian crosswalks
- Enclose the playground: fencing, trees; child safety
- Cross walks at Reynolds and at Jefferson
- Pedestrian friendly street lights

West Main St.

- Walkthrough to Troup St.
- Connect VanAuken to Main Street as catalyst to restoring/reviving residential character/add sculpture



Residents and design professionals collaborating on a vision for the future of the Susan B. Anthony Neighborhood. Source: RRCDC





Group 3B:

Theme

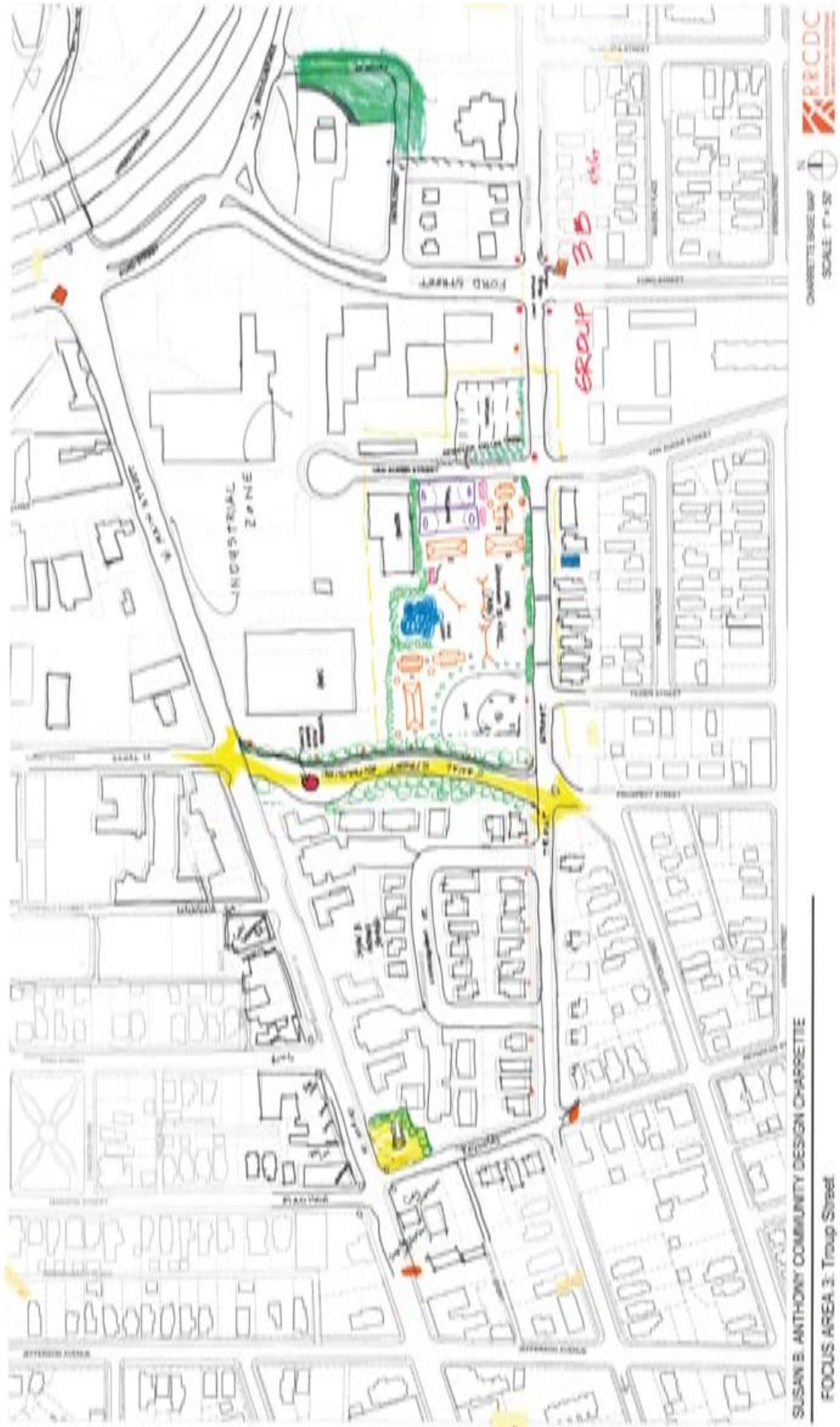
- Reclaim neighborhood street to connect to open green spaces
- Develop a new Canal St. Extension
- Develop a new park
- Develop new pedestrian walkways
- New neighborhood street lighting and signage
- Park on Reynolds and W. Main St. revised



Above: A RRCD staff member transcribing Group 3B's ideas.
Source: RRCD

Below: Group 3B working to develop a vision for the future of the areas surrounding Troup Street. Source: RRCD





FOCUS AREA FOUR: WEST MAIN CORRIDOR

Group 4:

Goals

- Preserve the neighborhood
- Make pedestrian friendly (Reynolds to Ford)
- Rewater canal- Erie Canal and Genesee Valley Canal to Troup St. lock
- Valeo gas station/Sunoco gas station
- Susan B. voting monument and access to Troup Street
- Previously 7 through-streets south of Main to Troup
- Promote economic development on Main St. especially on South side of Main
- History of area is compelling draw to neighborhood
- Convenient, safe parking, handicap parking access
- Promote higher end residential development- attract artists, young professionals
- Sites for service retail, i.e. groceries, dry-cleaning

Develop public realm, consider pedestrian access, bus shelters, bump outs, landscape furniture, gazebos



Group 4 working to depict their ideas in a physical plan. Source: RRCDC

GROUP 4
Paint the bridge
Pavers delicate where canal originally went under bridge
Greenery under the bridge - landscaping with public art under bridge where sunset parking lot is
Timing paper fronts under bridge with historic words



A perspective of the one of the entrances into the neighborhood: the bridge over West Main Street

FOCUS AREA FIVE: RESIDENTIAL DISTRICT

Group 5A:

Positives

- Historical
- Architecture
- Park
- Tourist- SBA House, Frederick Douglass museum, Madison Hotel site
- Alleys (if properly utilized)
- Circus animal depot
- Slate sidewalks
- Potential for light rail at existing tracks
- Involved neighbors- concerned and attractive
- Preservation district
- RPD (Rochester Blue)

Challenges

- Alleys (public safety)
- Empty lots
- Lack of Playgrounds
- Absentee landlords
- Street lighting- park lighting
- Visible cables, wiring
- Architectural inconsistencies- chain link fences, vinyl siding
- Tourist traffic- smelly buses
- Parking
- Trash, weeds, trash dumping from outside neighborhood
- CSX maintaining property NOT
- Crime
- Snow removal (alleys)
- Madison Street traffic too fast

Solutions/Wish list/Positive Visions

- Alleys- lighting, gating, speed bumps, remove obstructive fences, security cameras, (in lights), snow removal, 1-way, divide them up, clean up, annex to property owners
- Empty Lots- playground, infill housing, residential parking, better lighting, CSX care for property, no more habitat homes, no more Housing Opportunity homes, pedestrian connections, bike paths, public/community gardens

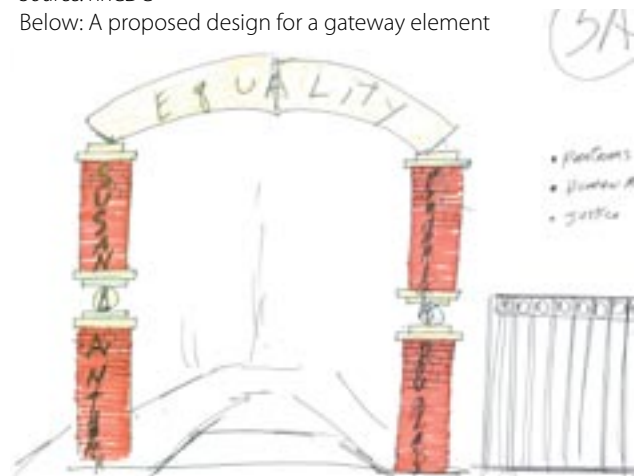
- Aesthetics – design guidelines, gateways to community, utilities underground, consistent sidewalks, street lighting more in keeping with pedestrian scale, significant gateway –announce that this place is unique and special with signage, flags, banners
- Traffic – signage, lower speed limits, Alleys 1-way, variety of materials to break up street, tourist buses up alley behind SBA House, Center median?, residents park in alleys- to alleys to back parking – gates to alleys; ART same motifs used for gateways to entire neighborhood- consistency – be consistent with materials used for traffic calming/ crosswalks @ SBA Square and crosswalks/ entrances to neighborhood, Light rail at existing tracks
- CSX – care for property, police presence, lighting, cameras



Above: Group 5A discussing their vision for the focus area.

Source: RRCDC

Below: A proposed design for a gateway element



5A



SUSAN B. ANTHONY COMMUNITY DESIGN CHARRETTE

FOCUS AREA 5: Residential District

-
-
-
-
-

CHARRETTE BASE MAP

SCALE: 1" = 50'



Group 5B:

Concerns

- Speeding on King and Madison
- No bus turn-around for tours
- Illegal activity in alleys – how to subdue?
- Connections to loft housing, parking lots, Sue B. House, Downtown
- Buildings and services on Main St. – provide reasons to walk
- Lack of “eyes on Street” – open door mission impermeable façade
- High percentage of rental property - - need for more of a mix (more owners)
- Railroad – treatment needed (lighting, structural...)
- Connections across Railroad
- Treatment needed across Allen St.

Potential for Change

- Possibility to incorporate Madison Hotel into a neighborhood tour
- Improve alleys so not so sterile- landscaping, low shrubs, fencing, biz. Entrances
- Bump-outs on Silver St.
- Bus parking on Silver St.
- Shuttles to move through neighborhood
- Walking path to connect with Cascade and Brown’s Race (Trail Connections)
- Outdoor recreation (trails, parks, etc.) near RR
- Pedestrian features - - street trees! Lighting!
- Connection to King & Allen Park
- Possibility for Artists studios - -akin to Costanza project on RR street)
- Signage (way finding) - - possibly consistent with period of neighborhood (historic) from gateways N & S
- Vacant buildings - - opportunity to develop residential – along Canal Street & Litchfield, Wiley – units for sale!
- Sign on 490 – Sue B. House
- Banners along Canal St.

Main Ideas

- Connections
 1. Connect alley(s) to King St. /Litchfield St. (ped. only), Litchfield to Canal
 2. Better pedestrian connections to North on King to Allen St. and park on King

3. Rail Trail connecting better with Downtown and recreation opportunities
 4. Improved sidewalks (Canal street - -street trees)
- Redevelop Industrial to mixed use and create appropriate infill in residential neighborhood
 - Safety in alleys – short term: posts or fences and long-term (activate neighborhood)
 - Street and pedestrian enhancements: street trees, lighting (“period” style/historic)
 - Signage (street names, historic markers, gateways)
 - Parking to be organized better and added for redevelopments (lofts)

Other Suggestions

- Susan B. Anthony Façade Improvement Fund
- Home Ownership Incentive Program
- Susan B. Trolley Line on existing track connected to Downtown and other neighborhoods via Broad/subway



Above: Group 5B members discussing their vision for the focus area. Source: RRCDC

Below: A visual, created by group 5B, of possible redevelopment





Existing parking behind buildings located on West Main Street. Source: RRCDC



Existing gateway structure located on the corner of Jefferson Avenue and Silver Street. Source: RRCDC

COMMUNITY-BASED GUIDING PRINCIPLES FOR DEVELOPMENT

The following guiding principles were developed by the Susan B. Anthony Steering Committee as a result of the input gathered during the charrette:

- Improve the quality of life for neighborhood residents and business owners
- Improve internal and external neighborhood connections
- Restructure parking accommodations to be safe, attractive, clean, accessible and “green”
- Promote neighborhood identity through wayfinding and interpretive signage
- Restore and preserve the natural and historic environment
- Be strategic about the type and location of new development
- Develop major and minor gateways
- Install measures to calm traffic and create a safe environment for pedestrians and bicyclists
- Develop clean, safe, usable, and “green” alleys



View looking south along King Street toward West Main Street. Source: RRCDC



View of the Main Street Bridge which is a gateway into the neighborhood. Source: RRCDC



This Vision Plan is important for a variety of reasons. It is based on ideas generated at the charrette and feedback gathered at a public presentation of the draft Vision Plan, presented on August 9, 2008, in the neighborhood's Susan B. Anthony Park. Working in this format ensures continuity and coordination by tying together effectively what is done in one area of the neighborhood with that in another in an overall strategy. It provides the community a resource it can employ when explaining strategies, seeking funding, and encouraging investors to support development ideas. A documented Vision Plan is a valuable tool to guide the community and to refer to when issues develop regarding planning and zoning. It serves as a planning tool and a map for short and long-term project development and implementation.

While the term "plan" is used to describe aspects of the vision, it should be recognized this is not a static document. It will take additional planning and implementation over the course of ensuing years to achieve the vision generated here. During the course of time, conditions will change and new, unforeseen opportunities will arise. This document allows the flexibility to respond to these changes for the benefit of the entire neighborhood.



After the charrette, the ideas raised were translated into design concepts and shown on base maps, resulting in a Vision Plan for the Susan B. Anthony Neighborhood. During the first phase of post charrette work, volunteer architects and designers worked with the RRCDC, in consultation with the Susan B. Anthony Steering Committee, to refine the ideas raised at the charrette. The Steering Committee provided feedback on the design strategies. The designers built on this feedback and the plans developed by the different groups at the design charrette.

The draft overall vision plan presented to community members on August 8, 2008.

Draft plans of ideas for the vision of the neighborhood were presented to the public on August 9, 2008. Following a project overview, residents and business owners were asked to meet with staff and volunteers from the RRCDC to provide feedback. The opportunity to review the plans, ask questions, and provide comments allowed for further refinement of the Vision Plan materials. The information gathered was incorporated into the final renderings and Vision Plan.



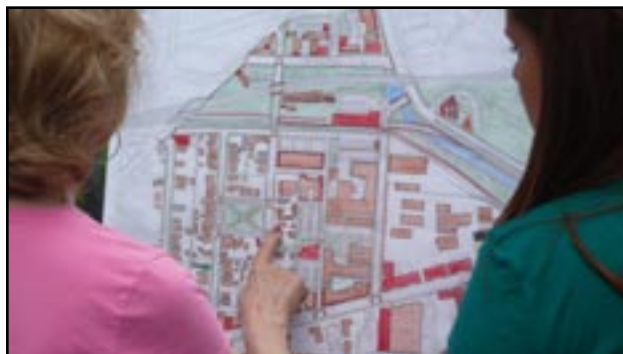
Neighborhood residents and steering committee members conversing during the draft vision plan presentation event. Source: RRCDC



RRCDC presented an overview of the project and the purpose of the public information gathering session. Source: RRCDC

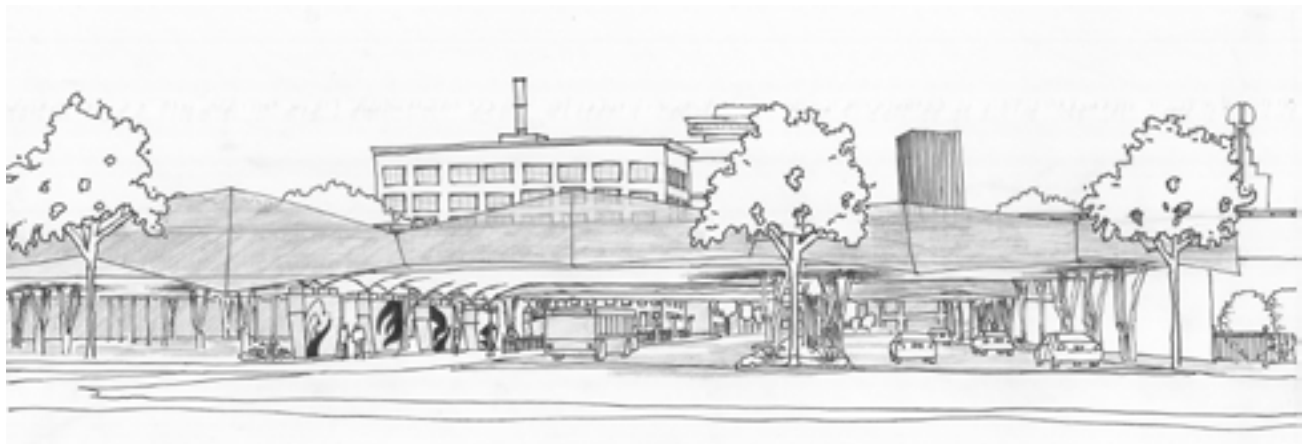


One of the draft vision plans presented showing a rewatered canal and amphitheater along Broad Street.



A resident discusses the vision plan map as a RRCDC staff member captures her comments. *Source: RRCDC*

Some of the ideas presented were well received and others needed to be revised. The latter, the Steering Committee decided, should not be completely abandoned but rather presented here in the Vision Plan development section as a record of ideas discussed that may be revisited in the future should new opportunities arise.



The steering committee discussed different gateway features for the I-490 bridge at West Main Street.

VISION PLAN OVERVIEW

The Vision Plan for the Susan B. Anthony Neighborhood is comprised of the final plans, renderings and written descriptions provided in the following section of this report. The plans presented in this section of the report are as follows:

- Charrette Area Plan;
- Plan A—Ford Street Area;
- Plan B—Canal Street Area;
- Plan C—Madison and King Street Area;
- Plan D—Allen Street Area; and
- Plan E—Broad Street Area.

The Charrette Area Plan depicts the overall Susan B. Anthony Neighborhood and delineates the sub-area plan locations. Each sub-area plan, labeled A through E, presents the proposed improvements for each area of the neighborhood. A detail plan of the walkway providing an internal east/west connection for the neighborhood is also provided. The proposed improvements are color-coded and a legend is provided to indicate the type of development or enhancement each color represents. A written summary outlines the major proposed improvements for the entire neighborhood and each sub-area.

A number of perspective drawings further illustrates the proposed vision for different elements of the neighborhood. There are two perspective drawings of the area where Main Street passes under I-490, the main gateway to the neighborhood from downtown Rochester. A perspective of the internal pedestrian pathway provides a view of this proposed element.

ENRICH THE QUALITY OF LIFE FOR NEIGHBORHOOD RESIDENTS AND BUSINESS OWNERS

The following guiding principles for development generated by the Susan B. Anthony Steering Committee provide the basis for the designs contained

within the Vision Plan. A goal for the charrette and Vision Plan was to improve the quality of life for neighborhood residents and business owners while maintaining the area's urban village character. Increasing the social, environmental, and economic wellbeing of residents through redevelopment is an important goal of the visioning process.

IMPROVE INTERNAL AND EXTERNAL NEIGHBORHOOD CONNECTIONS

The steering committee and neighborhood residents felt it was important to address the barriers to connection currently existing in the area—large blocks, railroads, expressways, and heavily travelled thoroughfares. The connections to be created should facilitate safe and inviting pedestrian, bicycle, and vehicular movement. Barriers should be removed or mitigated, using interstitial spaces to provide neighborhood linkages. The areas of the neighborhood north and south of Main Street should be better linked, especially for the pedestrian. Internal and external connections for visitors to the neighborhood should be developed, promoting efficient movement to and throughout the neighborhood.

RESTRUCTURE PARKING ACCOMMODATIONS TO BE SAFE, ATTRACTIVE, CLEAN, ACCESSIBLE, AND GREEN

Parking opportunities should incorporate green technologies (i.e. permeable paving and rain gardens) as well as be safe, attractive, and clean. Cooperative solutions such as shared parking should be encouraged and developed. Timed on-street parking facilities should be implemented and enforced. Business owners and tenants should be encouraged to park in off-street locations away from spaces more appropriate for business patrons. Parking facilities for buses and bicycles, in addition to personal



A parking area incorporating permeable paving and rain gardens
Source: Flickr, The Nitpicker

vehicles, should be provided.

PROMOTE NEIGHBORHOOD IDENTITY THROUGH WAYFINDING AND INTERPRETIVE SIGNAGE

Signage highlighting the neighborhood and its attractions should be installed along I-490 and at major gateways. Highly visible elements within the neighborhood (i.e. Datavault building, coal towers) should be used as surfaces to display large images of the neighborhood and its history. The street signs within the neighborhood should be updated and empty storefronts used to display interpretive signage and exhibits. An interpretive center should be developed to assist visitors coming to see the attractions within the neighborhood. Wayfinding signage or other elements used to direct pedestrians and visitors through the neighborhood should be installed.

RESTORE AND PRESERVE THE NATURAL AND HISTORIC ENVIRONMENT

The neighborhood should enhance and restore areas of green space as well as preserve and respect its historic assets. Street trees should be planted throughout the neighborhood. Parking lots should

incorporate trees and other landscaping to help mitigate the urban heat island effect. New areas of green space should be created, especially north of the railroad tracks along Allen Street. Vacant lots should be improved and landscaped to deter illegal activities. Historic buildings and other elements should be restored and enhanced.

BE STRATEGIC ABOUT THE TYPE AND LOCATION OF NEW DEVELOPMENT

Make preservation, rehabilitation, and adaptive reuse of buildings, especially those of historic significance or contributing to a positive neighborhood identity, the first priority. When appropriate, target new infill development where it is suitable and ensure that it respects the desired character of the built environment. Develop market rate and workforce housing to provide an economically diverse and balanced neighborhood. Evaluate the impacts of zoning and, where appropriate, consider converting light industrial areas to residential or mixed-use. Plan to remove non-contributing buildings and develop context-sensitive structures in their stead. Design guidelines should be developed to ensure context-sensitive infill and that existing historic buildings are appropriately redeveloped.



Green space in the neighborhood could be planted with wildflowers and trees until redevelopment occurs. Source: Flickr, Dru!

DEVELOP MAJOR AND MINOR GATEWAYS

Welcoming and strategically located gateways should be developed at key points such as Main Street and at I-490 ramps. Signage at these gateways should serve to orient visitors to the neighborhood. Sculptural elements should be incorporated into gateways. A theme should be developed from these gateways and extended into the neighborhood as an orientation or wayfinding element. The Susan B. Anthony site should be addressed with a major gateway element. Minor gateway elements should be created, especially along Main Street in the historic district.

INSTALL TRAFFIC CALMING MEASURES AND CREATE A SAFE ENVIRONMENT FOR PEDESTRIANS AND BICYCLISTS

Wide streets should be narrowed and elements such as planters, bumpouts, on-street parking and street trees should be installed. At intersections where pedestrian and vehicular conflicts may occur, bumpouts, highlighted crosswalks, and pedestrian activated signals should be installed. The traffic signal timing along Main Street should be reconfigured and a new signal installed at Madison Street. One way streets should be converted to two-way. Speed tables should be installed as a last resort in areas where speeding is a problem. Mid-block pedestrian crossings should be highlighted with flashing lights installed in the roadway similar to those found near Strong Hospital.



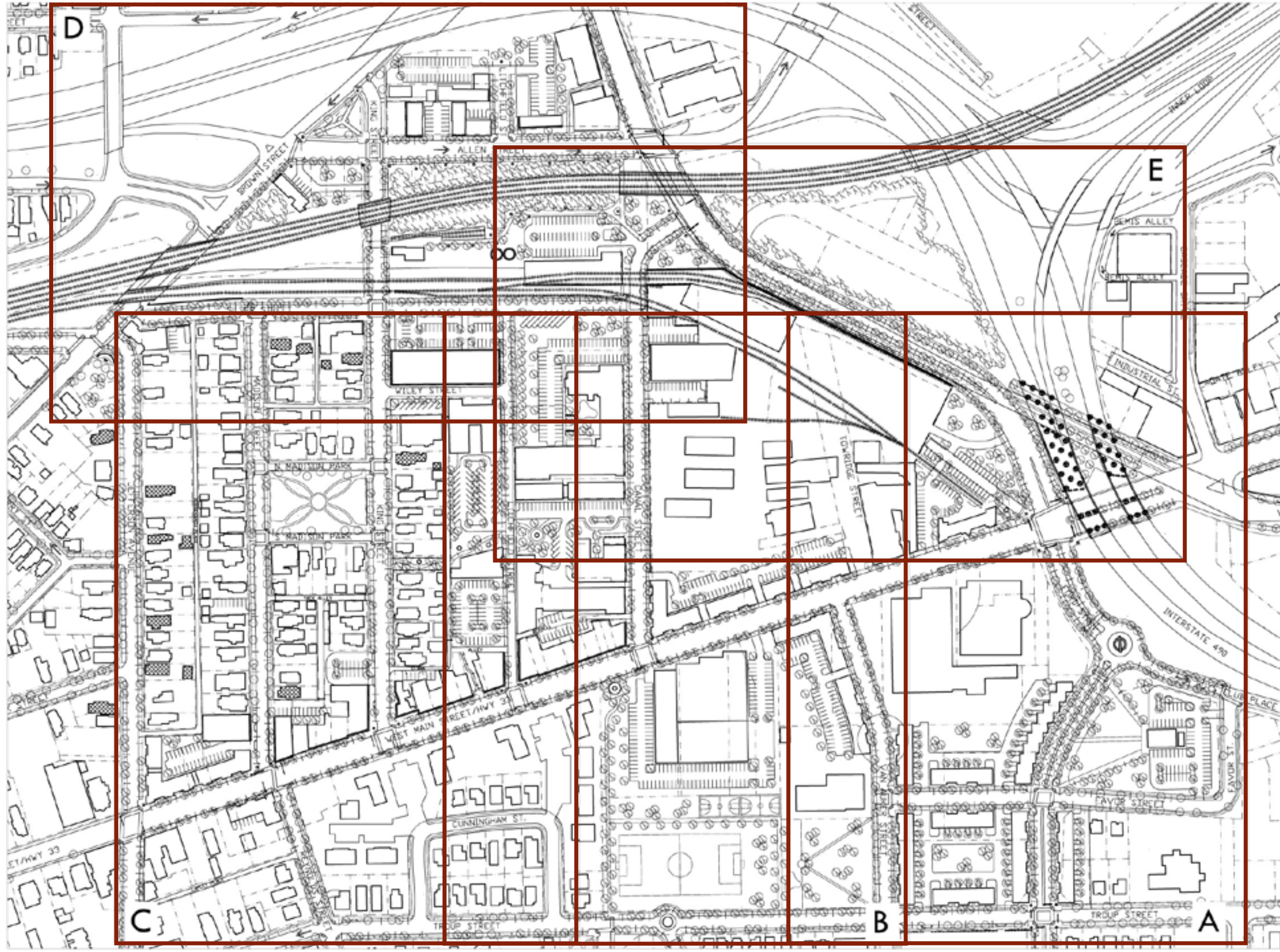
Alley gates could be designed to celebrate various aspects of the neighborhood. Source: Flickr, Matt (mistergoleta)

COLOR LEGEND

	Street and parking lot
	Car
	Crosswalk
	Sidewalk
	Brick walkway
	Existing building
	New building, façade, site construction (gateway, fence, sculpture)
	Vacant structure
	Bush, evergreen
	Tree
	Lawn

CLEAN, SAFE, AND "GREEN" ALLEYS SHOULD BE DEVELOPED

Historically, alleys functioned to provide space for accessing rear garages to keep on-street parking available for visitors and for trash storage and pickup. Alleys providing a location for children and families to recreate in place of a front lawn adjacent to a busy street. Their functions may have diminished, but alleys remain defining features in the neighborhood to be redeveloped using models such as Chicago's greening activities and Baltimore's alley gating initiative. Engage adjacent owners in initiatives to clean and maintain alleys. Alley safety can be improved by making them more open and visible as well as by installing better lighting and exploring options for gating. Develop a pilot project for gating one of the shorter, high problem alleys, restricting access to owners. The creation and enforcement of parking restrictions in alleys can also help make the neighborhood safer.



Backside of placeholder page for Overall Study Map



PLAN A- FORD STREET AREA



Looking south along Ford Street, illustrating its light industrial and residential uses. *Source: RRCD*

EXISTING CONDITIONS

The southern gateway into the Susan B. Anthony neighborhood, the Ford Street area, contains a mix of light industrial, institutional, and residential uses. The historically significant site of the African Methodist Episcopal Zion Church is inadequately celebrated. Ford Street is designed as a major thoroughfare with two lanes in each direction and a center turning lane. This configuration is a barrier to pedestrian movement in the neighborhood and also deters residential buildings from properly addressing the street. The Van Auker Street cul-de-sac does little to break up the large superblock bounded by Ford, Troup, Main, and Reynolds Streets.

VISION FOR FORD STREET AREA

Charrette participants and the Steering Committee envisioned this area to be more residential in character and contain a pedestrian friendly environment. New street configurations, street trees, on-street parking, patterned crosswalks with pedestrian activated crossing signals, and bumpouts are elements incorporated into the plan to help achieve this vision.

IMPROVE INTERNAL AND EXTERNAL NEIGHBORHOOD CONNECTIONS

The Ford Street area presents opportunities to develop better internal and external connections. Externally, the impediment to pedestrian travel into and out of the neighborhood occurs because of the current configuration of Ford Street. Reducing the thoroughfare to two lanes with parking on each side and a landscaped center median improves pedestrian safety. Proposed design elements include: accentuating the crossing areas; installing pedestrian activated crossing signals; and creating areas suitable for bicycle travel. Internally, it is envisioned that the superblock be broken up by extending Van Auker Street north to West Main Street and Favor Street west to Van Auker Street. The creation of smaller blocks should facilitate better pedestrian movement throughout this area and to other points in the neighborhood.



An example of a traffic circle with a sculpture depicting historic events in Saskatoon, Canada. *Source: Flickr, prairie painter*

RESTORE AND PRESERVE THE HISTORIC ENVIRONMENT

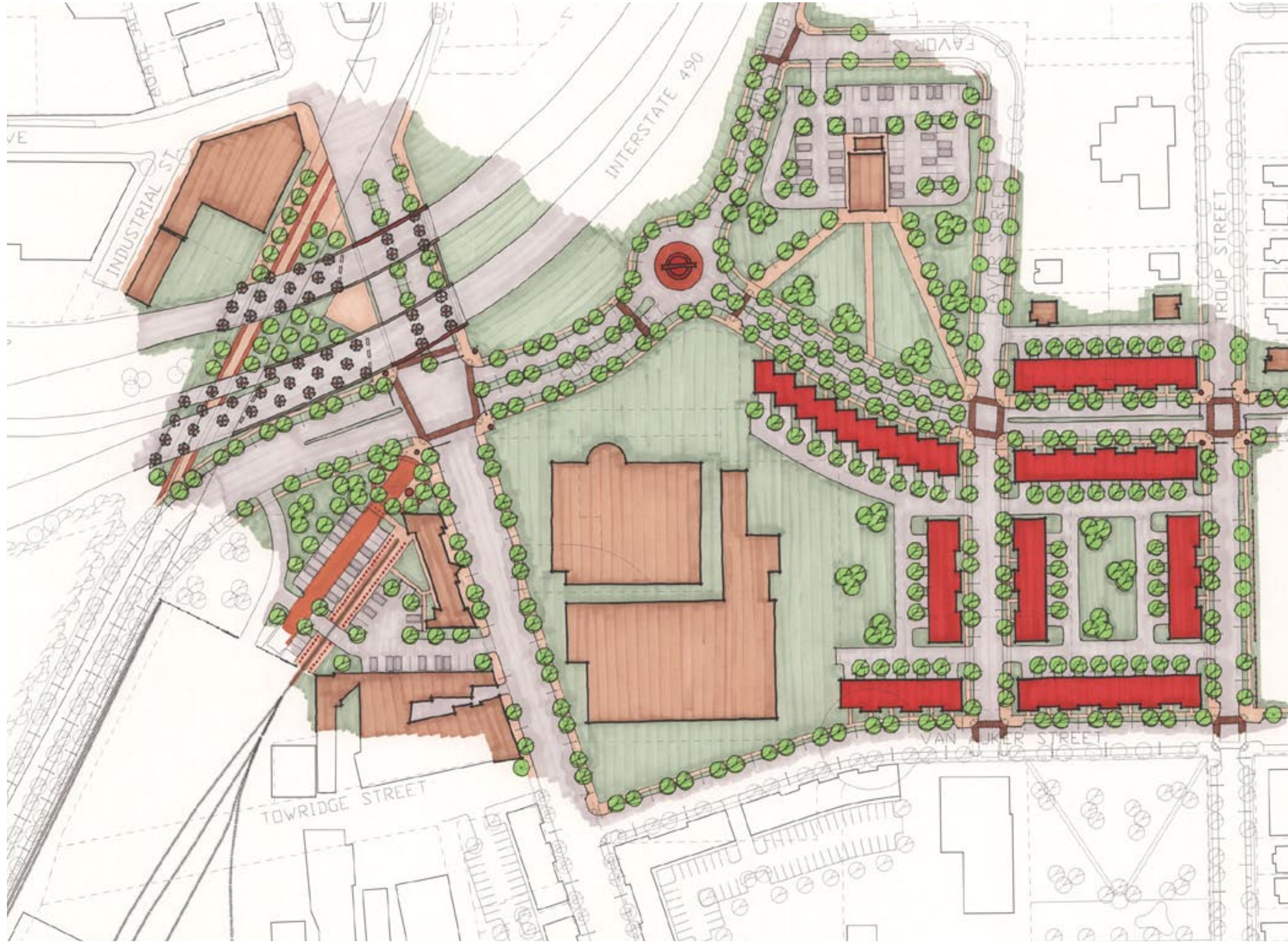
The site of the African Methodist Episcopal Zion Church should be celebrated through improvements highlighting the existing church. Parking should be located at the side and rear of the building and chain link fencing removed or replaced with a decorative fence, allowing landscaped walkways, improved views, and interpretive signage to be developed along Ford Street.

BE STRATEGIC ABOUT DEVELOPMENT

Increasing the residential character of the Ford Street area is proposed to be achieved through the development of a senior housing townhouse facility along Ford, Favor, Troup, and Van Auker Streets. This facility would allow existing residents the opportunity to remain in the neighborhood as they become unable to maintain their home. Additionally, it would provide more eyes and ears on the street to monitor the activities of the adjacent recreation area and playground.

DEVELOP GATEWAYS

A number of proposed elements for the Ford Street area offer the opportunity to reinforce the location as a gateway to the Susan B. Anthony neighborhood. The spaces created by the implementation of traffic calming elements such as bumpouts and the roundabout at Ford Street and Boys Club Place provide ideal locations to install major and minor sculptures and other gateway elements. These features would serve to welcome visitors and direct them to attractions in the neighborhood. The roundabout provides an ideal location for a major sculpture, possibly representative of the facilities used in maintaining canal boats or perhaps highlighting the adjacent site where the first printing of Frederick Douglass' *North Star* newspaper occurred.



PLAN A - FORD STREET AREA

Backside of placeholder page for Plan A Map

PLAN B - CANAL STREET AREA



A view of Canal Street capturing the historic mix of commercial, residential, and industrial buildings. *Source: RRCD*

EXISTING CONDITIONS

The Canal Street area is the eastern gateway to the Madison Square-West Main Street Historic District. Canal Street terminates at Main Street across from the site where Susan B. Anthony cast her famous ballot. The area contains a collection of 19th century buildings including a number of former manufacturing facilities currently containing manufacturing and distribution businesses. Morse Lumber, a long-time tenant in the neighborhood, occupies property along West Main and Canal Streets. The historic buildings along West Main Street contain commercial uses on the ground floor and residential units above. The superblock south of West Main Street to Troup Street contains light industrial, residential, and recreational land uses but is separated from the rest of the neighborhood. Speeding is a problem along Troup Street, further separating the neighborhood from Main Street businesses.

VISION FOR CANAL STREET AREA

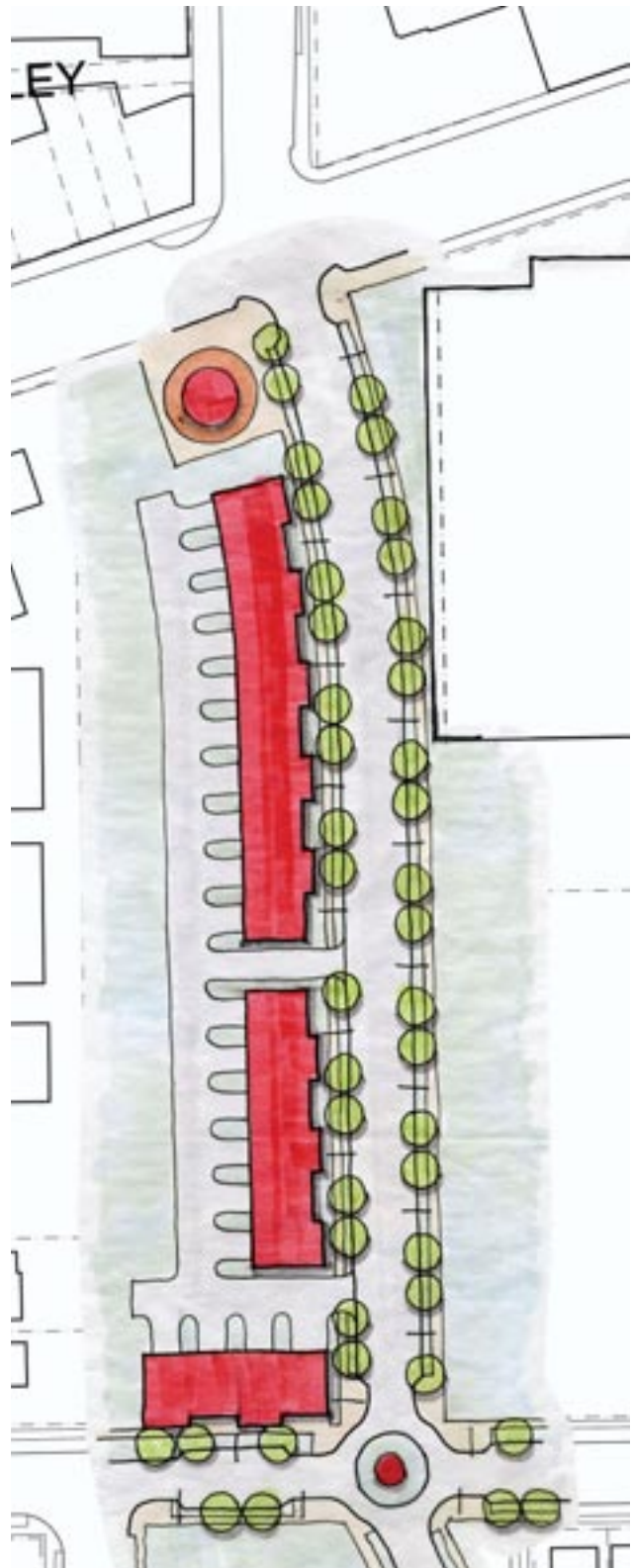
The overall vision for the Canal Street area is to create a better connection between the north and south sections of the neighborhood divided by West Main Street and to increase pedestrian friendliness. Street trees, organized on-street parking, patterned crosswalks with pedestrian activated crossing signals, and bumpouts are proposed throughout to achieve this vision and facilitate improving the quality of life for neighborhood residents and businesses.

IMPROVE INTERNAL AND EXTERNAL NEIGHBORHOOD CONNECTIONS

West Main Street is a formidable impediment to pedestrian travel to areas south. To bridge this, more visible crosswalks and pedestrian activated crossing signals should be installed. A walkway leading from the proposed Susan B. Anthony Voting Site Memorial Park to Troup Street should be developed in the short term. In the long-term, there is a desire to extend Canal Street to Troup Street, terminating at a roundabout designed to mitigate this street's speeding issues.



An example of a crosswalk design where the pattern is pressed into the pavement and distinguished by different colors. *Source: Flickr, walkboston*



The long-term vision is for Canal Street to extend to Troup Street.



Traffic circles can be designed to the scale of the neighborhood and be attractively landscaped. *Source: Flickr, Richard Drdul*

RESTRUCTURE PARKING

Berdell Alley and other areas of off-street parking should be improved using green site improvements and landscaping techniques (i.e. permeable paving, rain gardens), lighting, and other amenities to increase safety and appearance. Owners and tenants should develop maintenance agreements to improve the perception of these spaces and shared parking arrangements encouraging business owners and apartment residents to use off-



Existing gateway elements could be replicated at major and minor gateways in the neighborhood. *Source: RRCDC*



Wayfinding signage should direct visitors to neighborhood attractions and can be used in conjunction with banners. *Source: Roger Brown*

street parking options. This would free on-street parking for use by retail customers. The installation of metering devices for parking along West Main Street may be considered.

PROMOTE NEIGHBORHOOD IDENTITY, WAYFINDING, AND INTERPRETATIVE SIGNAGE

The Canal Street area is the eastern gateway to the Madison Square-West Main Street Historic District and should have prominent gateway elements informing visitors of this fact. These elements should



Sculptures can be useful for wayfinding and celebrating neighborhood history. *Source: Daniel Cosentino*



A view of the Cunningham Carriage Factory with the coal towers at the end of Litchfield Street. *Source: RRCDC*

be distributed along Main Street at other entrance points into the District. Interpretive signage can also be located along the proposed aesthetically pleasing and functional fence along Canal Street adjacent to Morse Lumber.

RESTORE AND PRESERVE THE HISTORIC ENVIRONMENT

The site where Susan B. Anthony voted should be memorialized. Adaptive reuse should be explored and promoted for the existing 19th-century manufacturing buildings. Some of the potential uses to consider should include mixed-use, mixed income commercial and residential, a restaurant with outdoor seating, and a museum. New buildings should respect the historic character of the surrounding built environment.

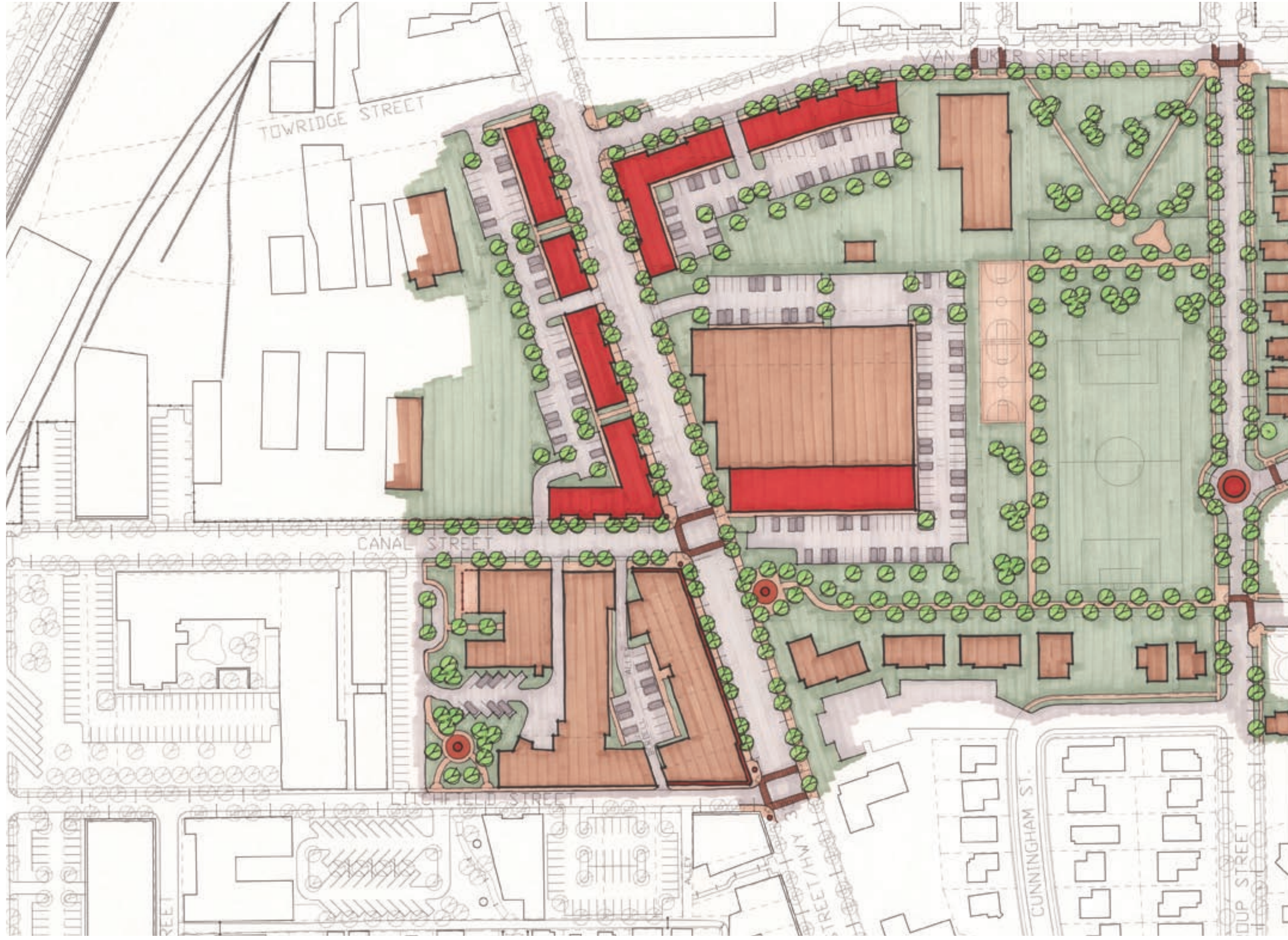
BE STRATEGIC ABOUT NEW DEVELOPMENT

New mixed-use buildings are proposed along Canal, West Main, and the Van Auker Street extension. These buildings should be developed to respect the character of the historic elements of the neighborhood, appropriately addressing the street, and incorporate green building principles. Parking should be located in the rear and include elements of green site design. The Cunningham Carriage Factory is envisioned as a mixed-use facility containing residential, commercial, and museum space. The parking facilities should incorporate elements of green tech-

nology such as permeable paving, rain gardens, and landscaping to reduce the urban heat island effect. The new building proposed for the site should strive for LEED certification and appropriately accommodate the neighborhood connections plan.

NEIGHBORHOOD CONNECTIONS PLAN

The Canal Street area contains the eastern portion of a proposed walkway linking Canal Street to King Street. This pathway takes advantage of city owned properties and some areas of new development. It is intended to create an opportunity for visitors and residents to filter through the neighborhood more easily. It will be landscaped and feature spaces for sculptures, including vertical wayfinding elements. A larger park or plaza area is proposed to the east of Litchfield Street.



PLAN B - CANAL STREET AREA

NEIGHBORHOOD CONNECTION PLAN



PLAN C - KING AND MADISON STREETS AREA



Source: Live Search Maps



The historic residential structures help to define the character of the King and Madison Street area. *Source: RRCDC*

EXISTING CONDITIONS

The King and Madison Streets area is the heart of the Madison Square-West Main Street Historic District. The Susan B. Anthony House and Park as well as the Frederick Douglass Resource Center are located here. This section of the neighborhood contains a mix of single and multi-family residential and commercial buildings. The existing commercial properties are located along West Main Street and have rear alleys. Rear alleys also serve the residential properties along King Street, Madison Street, and Jefferson Avenue. Shorter alleys such as Clark and Yack are areas attracting illicit activities. Although there are fewer than in recent years, the King and Madison Street area contains a number of vacant properties. Suburban style development has encroached upon the neighborhood's historic character especially along the southern portion of West Main Street.

VISION PLAN: DEVELOPMENT

OVERVIEW

NODE

VISION FOR KING AND MADISON STREETS AREA

The King and Madison Streets area is envisioned to maintain its residential character along with increasing tourism by more effectively promoting the neighborhood as a destination. Elements proposed to encourage increased pedestrian activity by residents and tourists include street trees, on-street parking, accentuated crosswalks equipped with pedestrian activated crossing signals, and bumpouts.



The recently renovated Frederick Douglass Resource Center is one of many attractions visitors will want to walk to in the neighborhood. Source: RRCDC

IMPROVE INTERNAL AND EXTERNAL NEIGHBORHOOD CONNECTIONS

This section of the neighborhood presents the opportunity to amend internal and external connections. Internally, it contains the western end of the neighborhood connections path. It is proposed that a city-owned vacant lot be converted into a park to serve as the King Street entrance to the walkway. Additionally, to bridge the West Main Street divide, new crosswalks and a street light are proposed at the Madison Street intersection. External connections suggested for development along Jefferson Avenue corridor should accommodate pedestrian and bicycle travel safely.

RESTRUCTURE PARKING

The existing alleys provide access to the rear of the mixed-use buildings along West Main Street. Removing some of the building additions and creating more

parking would increase the use of this space. Shared parking agreements would be developed to facilitate use of these spaces by business owners and residential tenants, leaving the parking along West Main Street available for customers. On-street parking should be developed along the south side of West Main Street to increase the amount of available parking and help calm traffic.

RESTORE AND PRESERVE THE HISTORIC ENVIRONMENT

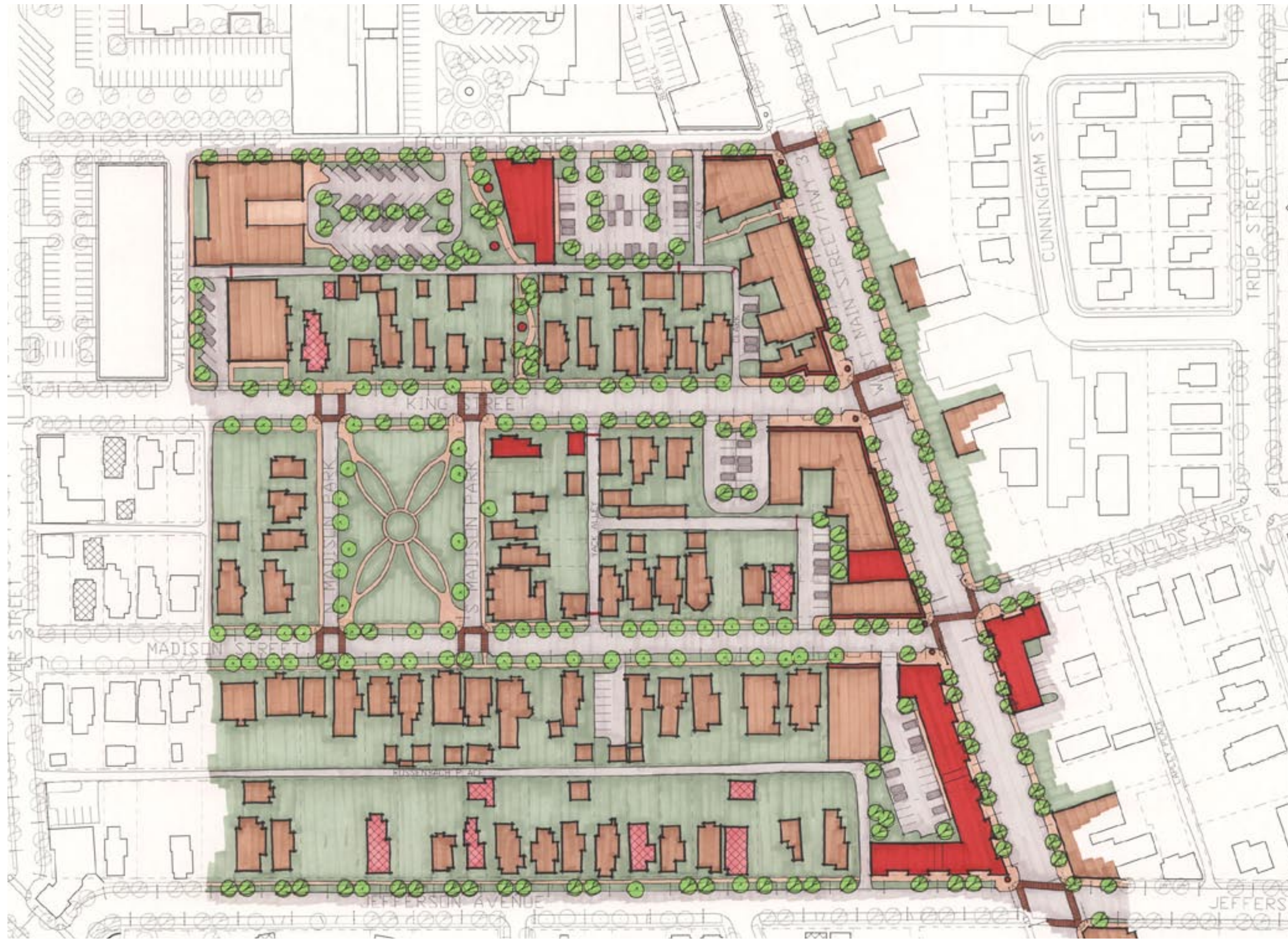
Existing vacant residential and commercial buildings should be rehabilitated and reused. The long-term vision is for suburban-style development to be replaced with buildings respectful of the historic context of the neighborhood. Examples should be sought where businesses such as gas stations are appropriately respectful of their urban context.

DEVELOP GATEWAYS

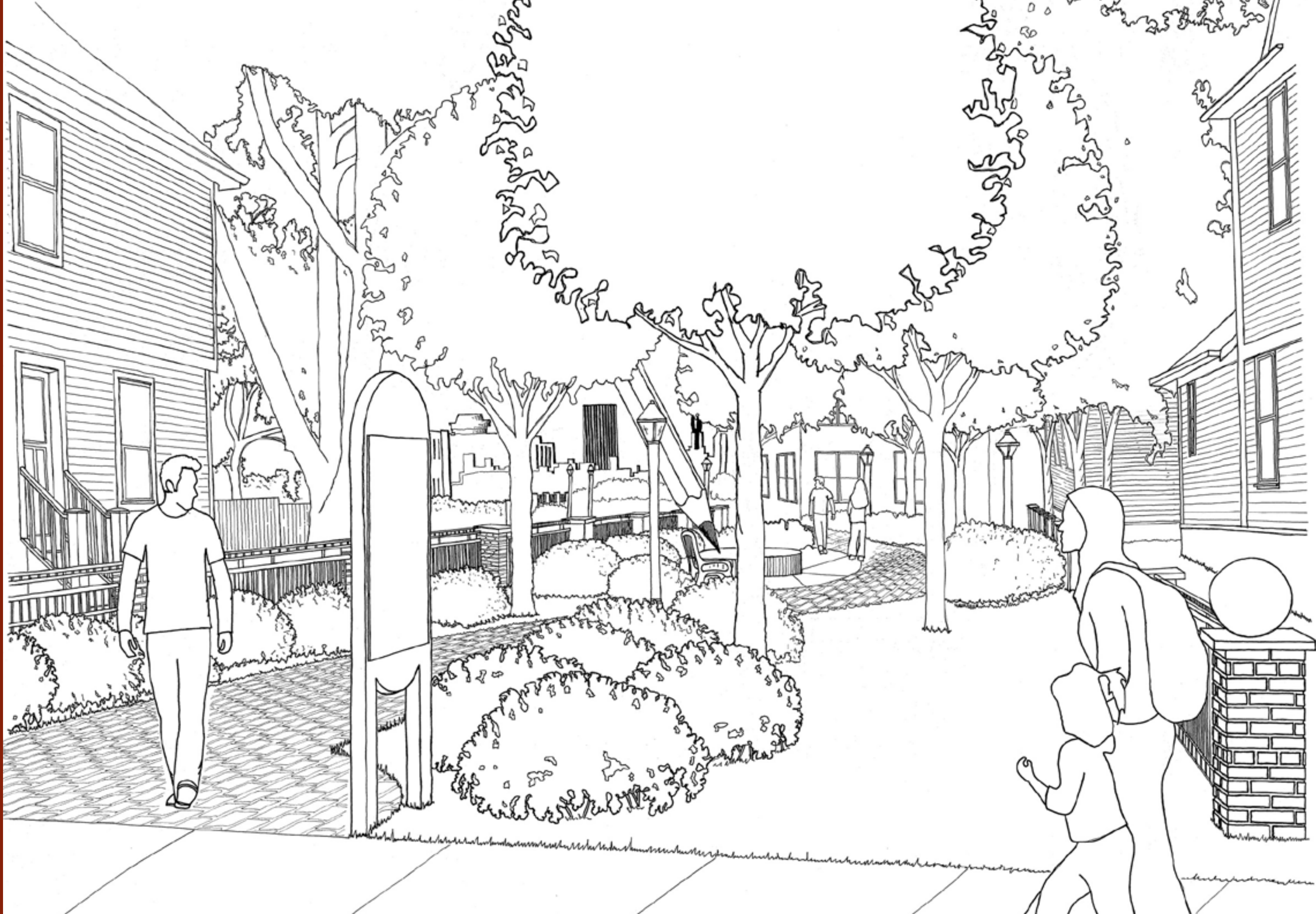
As the western gateway to the Susan B. Anthony neighborhood and the Historic District, the intersection of West Main and Jefferson Streets is proposed to contain major gateway elements. The park at the intersection of Jefferson and Brown Streets should be maintained as a major gateway to the neighborhood. Minor gateway elements should be developed at the intersections of West Main Street with King, Madison, and Litchfield Streets.

DEVELOP CLEAN, SAFE, AND "GREEN" ALLEYS

The residents would like the condition and safety of the alleys improved. Installing lighting and creating a program for regularly cleaning and maintaining the alleys should be considered. Alley gates, potentially modeled after Baltimore's program, are proposed for each alley. They provide residents with vehicular access but restricting non-residents to only those parking areas behind commercial buildings. The main safety and security issues are present along the shorter alleys so it is envisioned that a pilot alley gate program be started on either Yack or Clark Alley. Any reconstruction of the alleys should reflect the work being done to "green" alleys in Chicago.



PLAN C - KING AND MADISON STREET AREA



PLAN D - ALLEN STREET AREA



View of the existing conditions along Allen Street looking east from the King Street intersection. *Source: RRCDC*

EXISTING CONDITIONS

The Allen Street area serves as the gateway to the Susan B. Anthony neighborhood for visitors arriving from the west on I-490. A number of active and inactive rail lines pass through this portion of the neighborhood, which is bordered on the north by I-490. The elevated railroads and interstate require a number of underpasses that create barriers to internal and external connections. The Broad, Allen, and Canal Streets intersection creates a bottleneck during times of heavy traffic. The major land uses along Allen and Broad Streets are light industrial and automotive sales or repair. An existing park at the corner of Brown and Allen Street is underutilized. There are some elements reflecting the neighborhoods industrial and transportation-related history. These including an elevated rail trestle, Erie Canal-era stone retaining walls, a brick/stone roadway, and two coal towers.

VISION FOR ALLEN STREET AREA

The Allen Street area is visualized to be a welcoming gateway that informs visitors and passersby of the attractions present in the Susan B. Anthony neighborhood. Street trees, on-street parking, patterned crosswalks, and bumpouts are proposed to improve the pedestrian-friendliness and visual appeal of the area.



A neighborhood-scale light rail stop could connect the neighborhood with downtown and points west. *Source: Flickr, The Impression That I Get*

IMPROVE INTERNAL AND EXTERNAL NEIGHBORHOOD CONNECTIONS

Improved connections to other sections of the neighborhood and to the greater region are proposed for the Allen Street area. Internally, improvements to the bridges, such as new paint and better lighting, are intended to make them more welcoming for visitors. To facilitate better traffic flow, Silver Street should be extended to Canal Street. In the broader context, a neighborhood scale light rail stop is proposed along Canal and the extended Silver Street, utilizing the existing rail lines that connect under Broad Street to downtown and to points west such as the airport. Additionally, bus parking is envisioned along the new portion of Silver Street, allowing visitors to filter through the neighborhood as they explore its numerous



One of the bridges that should be improved with new paint and lighting. *Source: RRCDC*

existing and proposed attractions.

PROMOTE NEIGHBORHOOD IDENTITY, WAYFINDING, AND INTERPRETIVE SIGNAGE

The installation of murals, paintings, and gateway elements as well as the development of a visitor center are visualized for promoting neighborhood identity. The owners of the DataVault building should be encouraged to install banners, murals, or paintings highlighting the neighborhood on the top portion of this structure, which is visible from I-490. The coal towers also lend themselves to displaying murals or other artwork. The Brown and Al-



The DataVault building is highly visible and could be used for displaying images promoting the neighborhood. *Source: RRCDC*



Gateway elements can be installed at pedestrian and bicycle paths as well. *Source: Flickr, Ant*

len Street intersection serves a prominent gateway for visitors to the neighborhood and is proposed to receive installations of appropriate welcoming elements, a visitor center, and improvements to the park. Wayfinding and interpretive signage should be installed to guide visitors to attraction located south of the railroad.

RESTORE AND PRESERVE THE NATURAL AND HISTORIC ENVIRONMENT

Opportunities to restore and preserve the natural and historic environment in the Allen Street area includes developing greenspace along the railroad



This brick/stone street to be preserved and highlighted. *Source: RRCDC*



Sculptures can be useful for wayfinding and celebrating neighborhood history. *Source: Robert Logan*

and reusing historic elements adaptively. The area between Allen Street and the railroad is visualized as a landscaped green space designed to improve the visual appeal of this corridor. The existing coal towers, trestle, and brick/stone road are preserved and showcased as tourism elements attracting visitors to the neighborhood. A multiple use trail linking Canal Street to King Street, adjacent to the rail lines, is proposed to contain a number of sculptures intended to tell the history of the neighborhood and the contributions of its famous residents to Rochester, the state, and the nation. The park at the corner of Allen and Brown Street is to be redesigned and a playground area created adjacent to the new childcare center on Allen and King Street.

BE STRATEGIC ABOUT NEW DEVELOPMENT

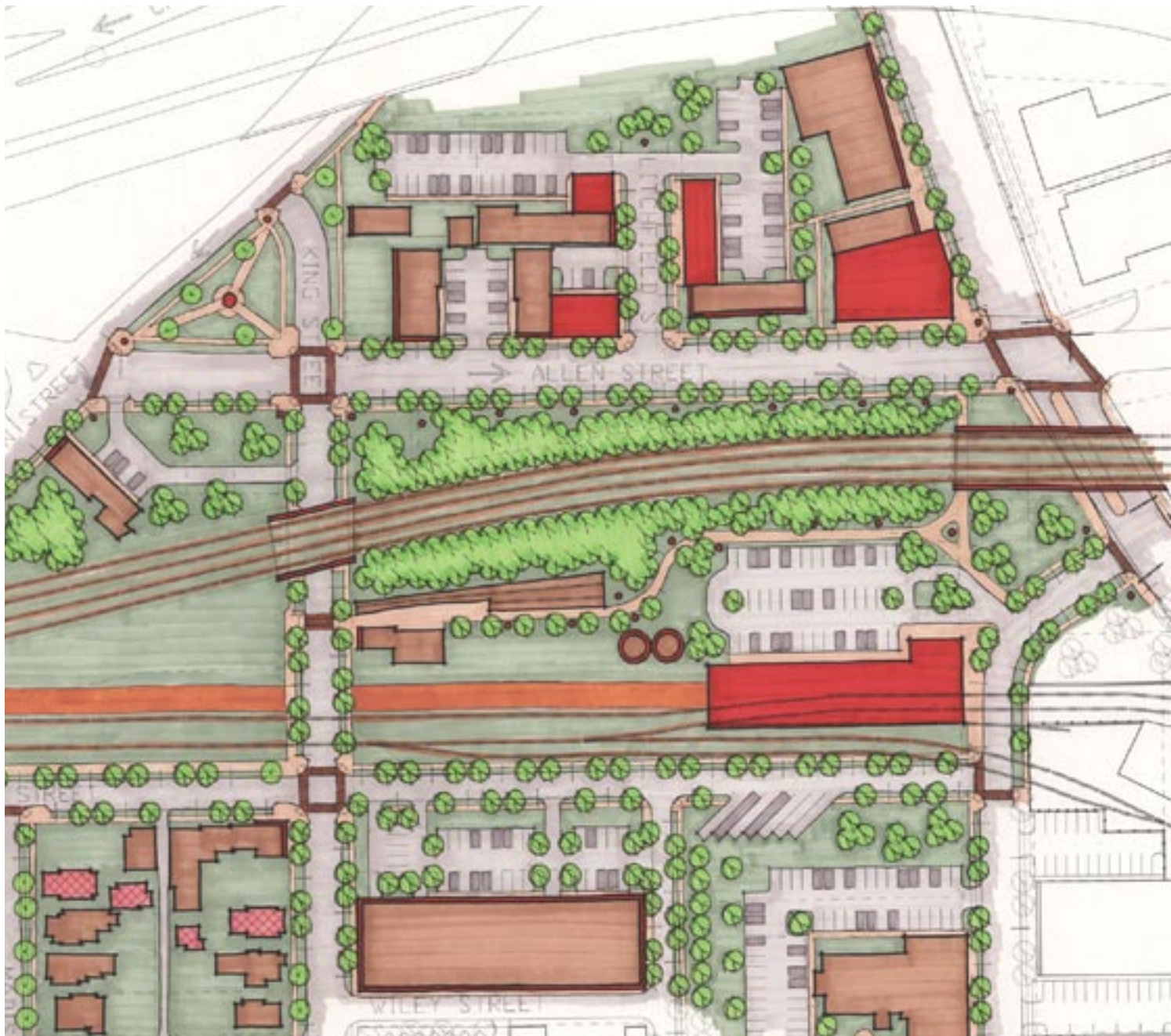
In the short-term, the facades of the buildings along Allen should be improved to more adequately and appropriately address the street. Long-term, the area to the north of Allen Street is foreseen to be a location where new mixed-use buildings will be developed to enhance the retail and residential base of the neighborhood. These buildings should be designed to front the street with parking in the rear. The parking should be designed to incorporate green technologies such as permeable paving and rain gardens.

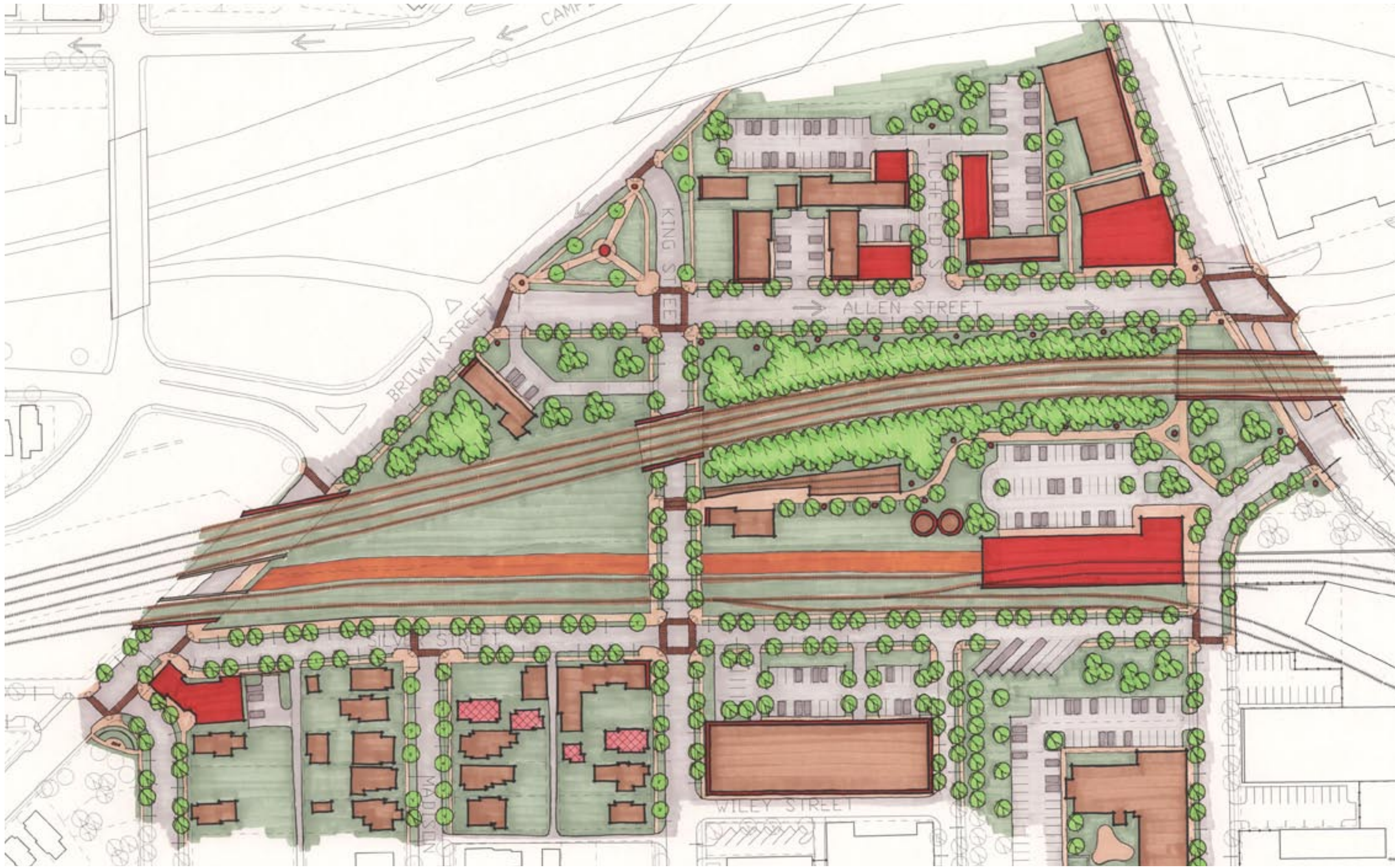
CALM TRAFFIC

Traffic calming, an important element for the vision of the Allen Street area, is generally accomplished with the installation of street trees, on-street parking, and bumpouts. Reconfiguration of the intersection of Allen, Broad, and Canal Streets allows two-way traffic on Canal. For the short-term, Allen Street is proposed to be narrowed by providing parking on both sides. In the long-term, Allen Street should be considered for two-way traffic.



Bumpouts can be attractively landscaped, calming traffic and improving neighborhood aesthetics. . Source: Flickr, Richard DrDul





PLAN D - ALLEN STREET AREA

Back side of Plan d.jpg

PLAN E - BROAD STREET AREA



A view of Broad Street looking east with the downtown skyline in the background. *Source: RR CDC*

EXISTING CONDITIONS

The Broad Street area is dominated by light industrial and commercial uses. Morse Lumber, a long time establishment in the neighborhood, occupies a significant portion of this area of the neighborhood. It also contains Nick Tahou's, an iconic Rochester restaurant located in the former Buffalo, Rochester, and Pittsburgh Railroad terminal. The Volunteers of America (VOA) own a 19th century building prominent situated along Canal Street. Loft apartments currently occupy another former manufacturing building across Canal Street from the VOA. A number of active rail lines cross into or through the site. West Main Street passes under I-490 as it enters downtown from the neighborhood, proving to be an important gateway in the region.

VISION FOR THE BROAD STREET AREA

The vision for the Broad Street area is for it to be more pedestrian friendly and an engaging gateway to the neighborhood.

RESTORE AND PRESERVE THE NATURAL AND HISTORIC ENVIRONMENT

Opportunities to restore and preserve the natural and historic environment in the Broad Street area include the adaptive reuse of 19th-century buildings and developing greenspace. Redeveloping the VOA building preserves this 19th-century structure for future generations. The brick/stone street is proposed to continue to function as a road behind Nick Tahou's and at the Morse Lumber site. Parking for Nick Tahou's should be expanded and organized to allow for the installation of landscaping addressing the urban heat island effect and rain gardens to mitigate storm water runoff.

The natural environment will be restored in the neighborhood in the area bounded by Broad Street, the railroad, and I-490. Many ideas were discussed for elements to develop at this location including an amphitheater, recreation fields, and mixed-use buildings. The site should be explored in more detail during future planning activities. In the short term, it is proposed this space be revegetated to help green the neighborhood, beautify the Broad Street corridor, and mitigate some environmental issues such as the urban heat island effect.



Morse Lumber, a long-time neighborhood business. *Source: RRCDC*

BE STRATEGIC ABOUT NEW DEVELOPMENT

The sites of the VOA and Morse Lumber are proposed for new development. The VOA is visualized as a mixed-use, mixed-income development with commercial, community, and residential components. A major entrance to the building should be developed along Canal Street. Streetscape improvements along Canal Street should highlight the main entrance to the VOA building, provide organized on-street parking, and street trees to enhance the pedestrian experience. Portions of the existing structure should be removed to develop an entrance on the rear of the building through a courtyard. The courtyard and parking area, which should incorporate elements of green technology, should be designed in a manner sensitive to its surroundings. It will be viewed prominently from the street, the new tenants of the VOA building and the Cunningham Carriage Factory. Any original portions of the building removed should be interpreted in the proposed courtyard design. The Morse Lumber site is also expected to receive more development as it expands its operations to the land adjacent to the rail line and Broad Street bridge. This should be accompanied with the development of an aesthetically pleasing and functional fence.

DEVELOP GATEWAYS

The land surrounding the I-490 and West Main Street bridge, as well as the bridge itself, are proposed to serve as a major gateway between the neighborhood and center city Rochester. A design incor-



The former Buffalo, Rochester, and Pittsburgh passenger terminal, now home to the Rochester icon, Nick Tahou's. *Source: RRCDC*



The Volunteers of America site. *Source: Live Search Maps*

porating a number of landscaping and sculptural elements, including new street trees, “lighted tree” sculptures, a center median, and decorative fencing, is proposed. A small park is to be created on the northwest corner of Broad and West Main Streets and should highlight the neighborhood’s transportation heritage. The railroad bridge at Broad and Allen Streets is visualized to be painted colorfully along with other improvements to enhance its appearance as a gateway element that makes it a more pedestrian friendly link to downtown.

CALM TRAFFIC

Traffic calming proposals include the installation of street trees and the reconfiguration of Broad and West Main Streets to provide a center median. Investigations are underway for redeveloping Broad Street. Initial proposals include rewatering parts of the canal and a narrower Broad Street. The neighborhood envisions this process to result in narrowing Broad Street to provide wider sidewalks and a landscaped center median. It is proposed that West Main Street at the I-490 underpass be narrowed by one lane to allow the installation of a landscaped median that would act as a pedestrian refuge for people crossing the street. Additionally, on-street parking is proposed for West Main Street as are more visible cross walks and pedestrian actuated crossing signals.



Looking southeast along Broad Street reveals railroad access under the bridge and the less than ideal pedestrian experience. *Source: RRCDC*



A landscaped median, illustrated above, can improve the visual appearance along Broad Street. *Source: Flickr, ncapaphotos*





PLAN E - BROAD STREET AREA



Precedents



BP Bridge- Chicago, Håkan Ludwigson

Form

The form of the I-490 bridge cladding should define this overpass as the major gateway between downtown and the west side of the city. The “skin” would add visual interest while also allowing for the attachment of signage and lighting elements.

Materials

The materials should relate in scale and texture to the historic industrial past of the Susan B. Anthony Neighborhood and should include brick, iron, and steel. Contemporary treatments such as punctured or perforated steel may be desired to accentuate certain aspects of the design.

Lighting

This project is all about light. The nature of the materials should allow for these forms to be backlit and not only provide visual interest but built-in utilitarian street and pedestrian lighting that adds to the character of the site and is not an afterthought. The uplighting of the planted trees and the “outlighting” of the “light trees” will add to the visual program.

Designers use precedents as a tool to effectively portray their ideas. These examples inspired certain aspects for the gateway design and can be used to communicate characteristics of scale, form, texture, pattern, and effect. Precedents also strengthen the concept of the design by drawing from examples that have proven successful and functional. Precedents draw from similar design constraints and the effective design solutions to these environments.

Pattern

The site is laid out in a grid pattern reflecting the alignment of the historic subway tunnel. The trees and visual elements adhere to this grid. The effect is that while passing through the site, perceptions change and what looks ordered and sterile can change to look dense and forested.

Canvas

There are many structural components to the bridge structure that can be taken advantage of and highlighted. These can be used as a blank canvas onto which patterns evocative of the adjacent neighborhoods can be applied essentially creating an all-weather “wallpaper” for this outdoor space. Sign panels can be installed to capture images of the neighborhood and downtown, serving as elements indicating history and nearby attractions.

“The Light Trees”

The “light trees” would accompany the site plantings and supplement other lighting elements throughout the site. These trees will be lit from the inside and would branch out underneath the bridge deck to provide street and pedestrian lighting elements as well as visual interest.

“What excites me is that—through art—we transformed a bad-feeling place that people hurried through nervously, into an environment where visitors and residents stop, look, gather, and talk to each other. We facilitated the art of the public encounter, the intimate dance of interchange between strangers so necessary for a vibrant city.”
-Linnaea Tillett

“A tree made from over 2000 meters of fibre optics, moulded together on a steel frame. The light of the tree can shift in colours and in darkness it can perform the function of a street lamp post.” - Lervik Design



Saitama Plaza, Peter Walker and Partners



The Artw all - Dale Jones-Evans Architecture



“This Way” Brooklyn Bridge, Linnaea Tillett et. al.



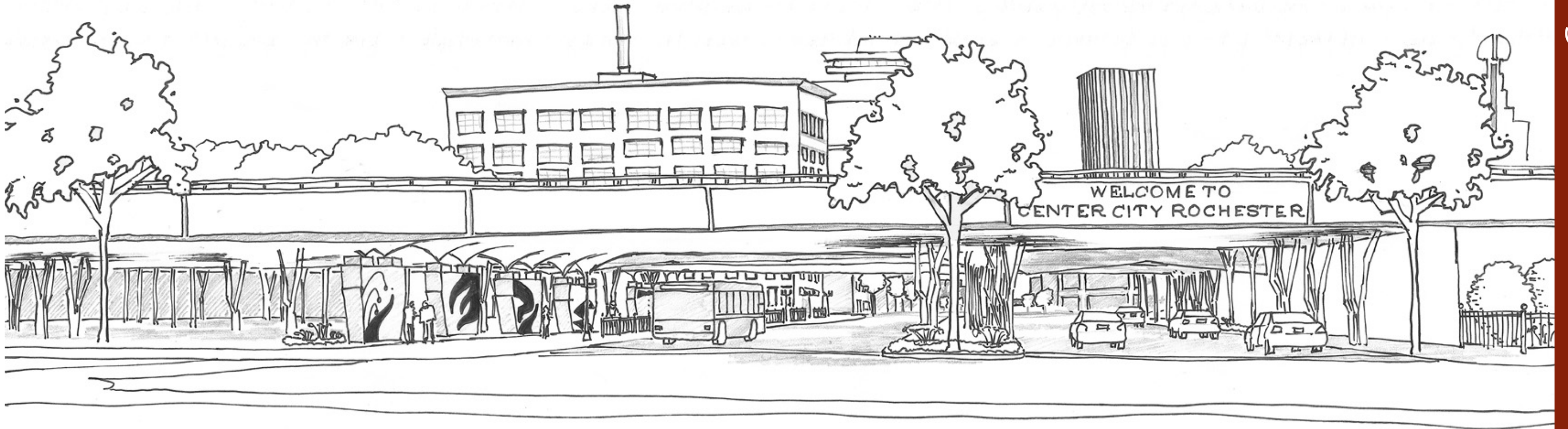
Westminster Bridge- London, Apollo Lighting



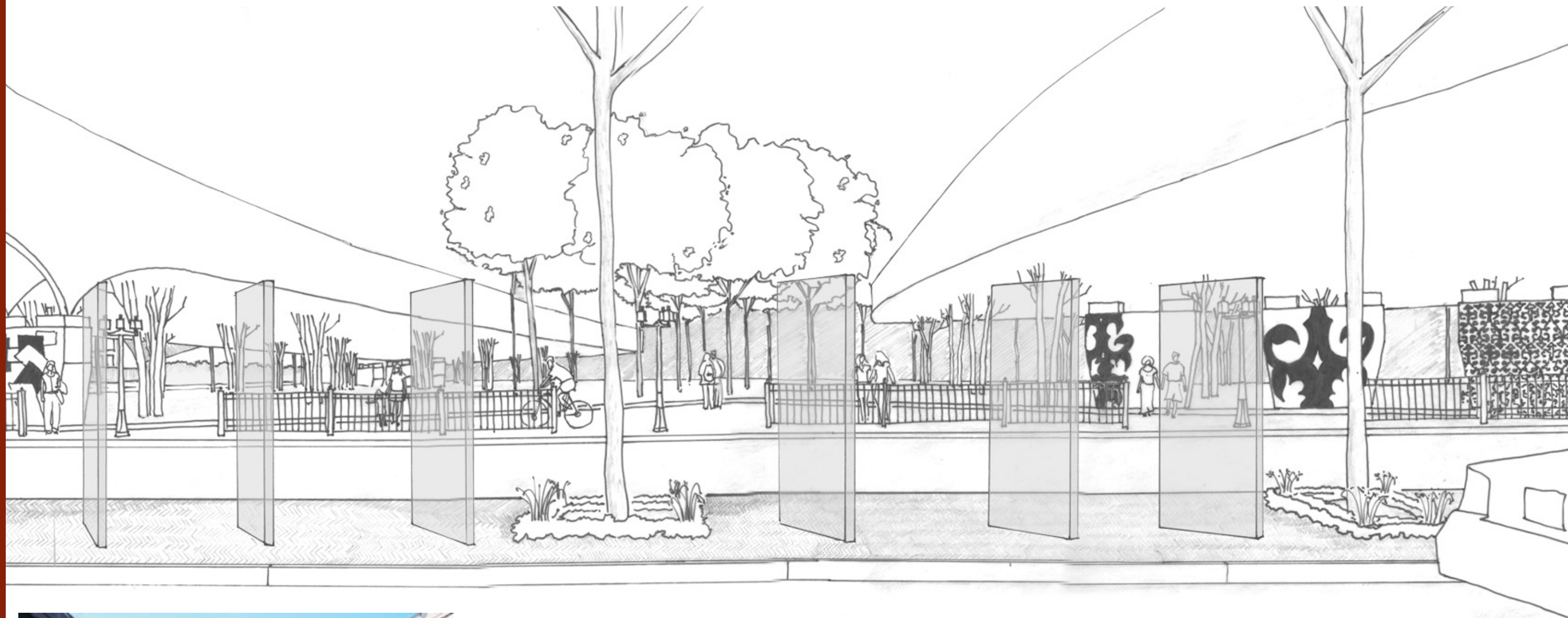
Covent Garden, Scott Lanphere



Lervik Light Trees, Alexander Lervik



Existing Conditions



Existing Conditions

The creation of this vision document is one of the first steps for improving the Susan B. Anthony neighborhood. The Steering Committee and interested residents will be responsible for prioritizing the vision into projects and creating goals, objectives and strategies to bring these to fruition. Interested stakeholders will engage community members, form partnerships and collaborations, and plan strategically how to implement this vision.

One of the next steps that will need to be embarked upon is the development of an action plan for implementation. This plan may include the following activities:

- Determining costs of improvements;
- Identifying funding sources;
- Establishing and cultivating partnerships;
- Prioritizing elements from the vision;
- Creating a timeline for achieving the prioritized elements (short-term (1-2 years); medium-term (3-5 years); and long-term (5-8 years);
- Identifying opportunities for residents, including youth, to contribute positively towards neighborhood improvement; and
- Developing sub-committees and action items for each to address.

During the upcoming Implementation Phase, the Susan B. Anthony Neighborhood Association, Susan B. Anthony Neighborhood Steering Committee, and interested citizens will engage in a process of transforming the Susan B. Anthony *Creating Connections* vision plan into reality. The following section of the report provides recommendations from RRCDC about how these groups can undertake this complex process. The implementation phase is less straightforward than the charrette process but can be approached in a similar manner. Strategic planning, engaging community members, and forming partnerships and collaborations will be necessary

to accomplish major goals. Actual outcomes of the implementation process will depend on priorities set by the community in response to the vision plan. These activities will need to consider the guiding principles for development created for this document.

A major goal in this next phase is to capitalize upon the enthusiasm and energy created during the charrette and vision planning phases. Extending public participation into the planning and implementation process will help achieve this goal. Community members should be encouraged to act on the ideas they generated and to invest in the neighborhood's revitalization. Community members can be engaged through public meetings, workshops, and presentations. The Susan B. Anthony Neighborhood Association website (www.susanbanthonyneighborhood.org), email, and local newspapers can be used to provide updates about the planning and implementation process. Residents should have opportunities to provide input or to become engaged actively in a subcommittee to contribute to the design of the public realm and shape their community's future.

Central to the implementation process will be the partnerships and collaborations necessary for realizing the plan. Cultivating this approach will be crucial. This role can be filled by the neighborhood association, steering committee, and other interested community members. Engaging public, private and non-profit interests will help bring a variety of resources to the table that are necessary for implementing the vision plan. In addition, many of the proposals involve public improvements to infrastructure, especially to streets and sidewalks. A strategy will need to be devised to garner the support of the public sector agencies involved in order to implement portions of the vision plan.

The Steering Committee was integral in planning and carrying out the charrette. They also provided the guidance for developing the Vision Plan. Their role in coordinating the implementation phase is equally important. The group should help guide the strategic planning activities and provide cohesiveness to the revitalization and redevelopment process. It will also play a central role in engaging the diverse parties required to bring to life projects and encouraging involvement from neighborhood residents, businesses, and property owners. In addition to the continued presence of the Steering Committee, the RRCDC recommends the following activities be undertaken to initiate implementing the vision plan:

- Organize and classify the ideas into groupings under the categories of projects, programs and initiatives and then prioritize them. Follow up by identifying the process and parties necessary to achieve each desired goal. Finally, develop and implement strategies for bringing the necessary parties together.
- Evaluate current conditions in light of the proposed changes. Identify and leverage existing programs or projects to help realize vision plan ideas. Develop strategies to enforce existing regulations. Start by providing incentives. Build on assets to address challenges.
- Devise strategies to engage public agencies involved in implementing portions of the plan over time. This is necessary because many of the improvements shown in the vision plan take place in public spaces. Some projects may be implemented as part of the normal capi-



Residents, steering committee members, and city officials will all play roles in making the vision plan a reality. *Source: RRCDC*

tal improvement process, while others may require extensive lobbying to come to fruition. The committee should make an effort to assemble an advisory group comprised of local and state officials and others who can help jumpstart this process.


- Combine public realm improvements with private investment. The improvements should reflect the historical character of the neighborhood but should also meet the needs and vision proposed here. An advisory group consisting of local residents, architects and designers may be established to help guide projects.
- Engage residents, businesses, and property owners to begin addressing the public safety concerns contributing to some of the parking issues. Develop a task force to explore the feasibility of installing alley gates, shared parking, and maintenance and safety strategies for off-street parking facilities.

Additional activities may be identified by the steering committee as other opportunities arise in the future.

RRCDC will be able to assist the Steering Committee as it embarks upon the development of an action plan to help begin realizing the vision. It can provide guidance to:

- Identify and prioritize projects into goals, objectives, and action items;
- Assist with the development of partnerships with other organizations;
- Help coordinate work with the other redevelopment activities taking place in and around the neighborhood such as the city's Focused Investment Strategy along Jefferson Avenue, the Broad Street Corridor Improvement Project, and the I-490 bridge enhancement initiative; and
- Establish partnerships between local artisans and community residents to develop sculptural gateway elements and other art installations.

SUMMARY AND CONCLUSIONS



Planning, carrying out, and following up the Susan B. Anthony Neighborhood Charrette with the visioning process are part of a course of action to help community members take steps towards setting and achieving goals for their neighborhood. The vision presented in this report will provide the residents of the Susan B. Anthony Neighborhood with a record of the ideas community members developed during the visioning process. The report is a guide to follow as the community proceeds with revitalization efforts. The efforts put forth to create this vision must be followed by action during the implementation phase. The upcoming steps will be exciting but challenging.

The charrette and visioning process can serve as a model for future planning projects in the neighborhood and surrounding communities seeking to revitalize or plan for their future. Communities of many types can follow this basic model of engaging citizens, forging new community relationships, exploring the physical and social aspects of their area, and working together to develop consensus. Communities that engage in these processes will often discover that simply embarking on this journey will lead to the emergence of many unexpected yet welcome long-term effects.

STEERING COMMITTEE MEMBERS AND CHARRETTE FACILITATORS

Susan B. Anthony Neighborhood Pre-Charrette Steering Committee

Dan Apfel
Tom Argust
John Curran
Barbara Hoffman
Dan Hoffman
Gerard Hunt
Pepsy Kettavong
Angel Licea

Henry McCartney
Bill Morse
Dawn Noto
Alan Oberst
Zak Steele
Audrey Stewart
Michael Warfield

Susan B. Anthony Neighborhood Post-Charrette Steering Committee

John Curran
Barbara Hoffman
Dan Hoffman
Deborah Hughes
Pepsy Kettavong
Angel Licea

Bill Morse
Dawn Noto
Alan Oberst
Michael Warfield
Tim Weider

Charrette Facilitators

Lewis Childs
Scott Fiske
David Goldstein
Patty Hinckley
Craig Jensen
Peter Morse

Donald Neely
Al Pardi
Peter Siegrist
Mike Sorence
Jennifer Takatch

The mission of the non-profit Rochester Regional Community Design Center (RRCDC) is to act as a multifaceted resource center to assist municipalities and citizens of the Greater Rochester Region to define, understand, promote and implement concepts of design excellence and sustainability for the public realm and built environment.

One of our most effective means of civic engagement is the community design charrette, an intensive, participatory planning process that brings together a variety of community stakeholders to observe and share ideas about their community. Together they produce tangible steps toward achieving neighborhood consensus for a community vision. As facilitator, we work with a steering committee of neighborhood representatives to plan the charrette, provide design professionals at the event to help translate citizens' ideas into physical drawings, and follow through with those initial ideas to create a final set of plans and recommendations for the community.

Since we began our work as the AIA Rochester Urban Design Committee (UDC) in 1998, the group has facilitated over twenty community design charrettes, including the Center City Charrette that resulted in a community-based vision for Rochester's downtown and was a starting point for the 2007 Downtown Charrette. Other design charrettes facilitated by the RRCDC include the University Avenue Charrette that resulted in construction of the award-winning ARTWalk project. In 2004, we officially incorporated as a 501(c)(3) non-profit organization and continue to serve our region.





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ROCHESTER REGIONAL
COMMUNITY DESIGN CENTER